



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

## SUNBEAM CARS

ARE MANUFACTURED BY THE

SUNBEAM MOTOR CAR CO., Ltd.
WOLVERHAMPTON

TELEPHONE: 889 Wolverhampton.

TELEGRAMS: Moorfield, Wolverhampton.

First Edition, 1912.



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

N.B.—See page 45 for Guarantee.



November, 1911.

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.

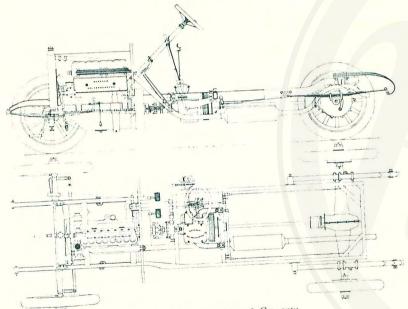


#### Introduction.

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 1912 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 CHASSIS.

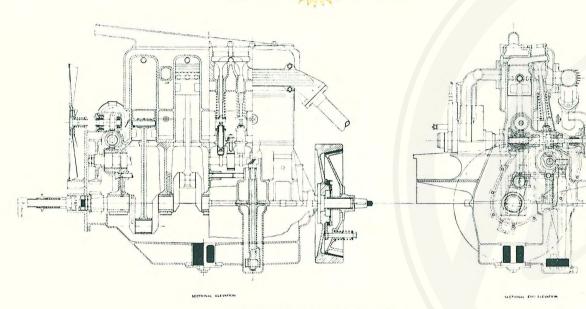
SUNBEAM

For 1912 Season we have decided to continue to make three separate models, viz., a 12-16 H.P. with 80 mm. × 150 mm. bore and stroke; a 16-20 H.P. with 90 mm. × 160 mm. bore and stroke; and a six-cylinder 25-30 H.P. with 90 mm. × 160 mm. bore and stroke.

All models are made with the choice of two Wheel Bases, the object of this being to give a Chassis suitable for either a Touring body (short wheel base), Landaulette or Limousine (long wheel base), 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 Wheel Base 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 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.



GENERAL ARRANGEMENTS OF ENGINE.

The Cam Shaft is encased in the crankchamber between ball thrusts, and is driven by a silent chain. The cams are solid with the shafts.

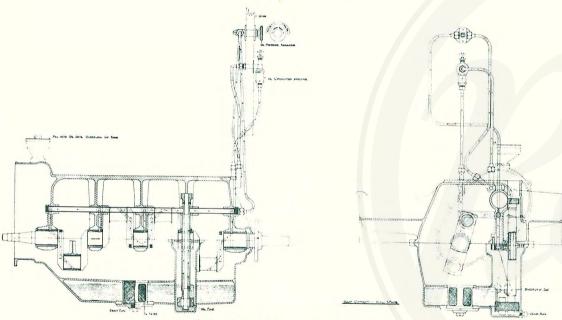
The top half of the Crankcase carries the whole of the mechanism of the engine, the crank being held by strong bolts. Bosses are cast on the inside, which are drilled for conveying oil to all the bearings, thus avoiding the employment of oil pipes throughout. The bottom half is merely an oil well.

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 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.



GENERAL ARRANGEMENT OF OILING.

## SUNBEAM

On the dashboard is an oil indicator and an oil regulator. The plunger in the indicator when "up" shows that the oil is circulating correctly. The regulator when turned to "half oil" controls a byepass 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 byepass and indicates that the whole of the oil is being forced through the bearings.

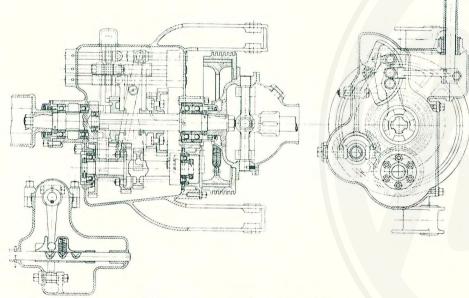
The Magneto and Pump are set at opposite ends of a cross shaft in front of the engine, and are driven by skew gears, except the Magneto in the Six-Cylinder Model, which is driven by a silent chain. The cross shaft runs on ball bearings, and has double thrust bearings on the Magneto end.

The Steering Box is of the worm and sector type, provided with eccentric adjustment.

The Carburettor is fed by gravity augmented by exhaust pressure. A petrol filter is fitted between the tank and the carburettor.

The Clutch which is of the 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.





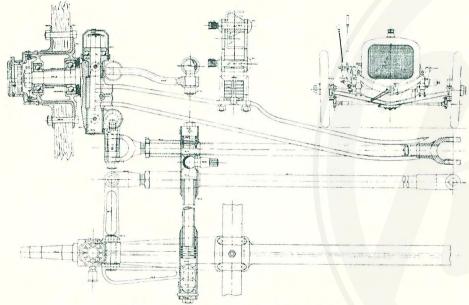
GENERAL ARRANGEMENT OF GEAR BOX.

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 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.



GENERAL ARRANGEMENT OF FRONT AXLE.

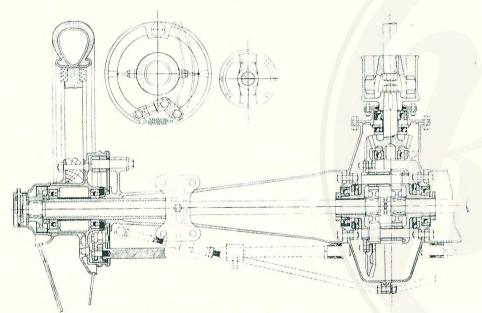
The Frame is pressed steel, and is strengthened by widening the frame flanges at the corners, and at the waist, where it narrows to allow a large steering lock.

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 carefully hardened. They are encased in leather dust-proof covers, and are fitted with greasers.

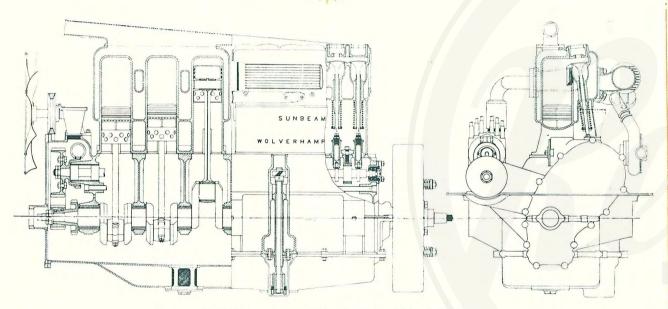
Our own system of Detachable Artillery Wheels are fitted as standard, but Detachable Wire Wheels can be fitted if desired at an extra cost.

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 ARRANGEMENT OF BACK AXLE.

SUNBEAM



GENERAL ARRANGEMENT OF SIX-CYLINDER ENGINE



#### 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.

Lubri- Forced, by gear-driven pump in the sump with oil indicator and regulator on dashboard.

Ignition. Bosch Magneto with advance and retard lever.

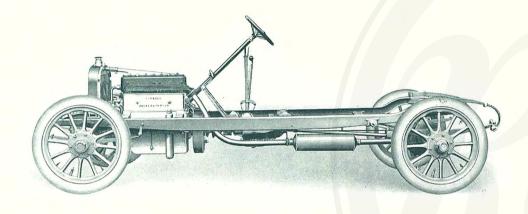
Carburettor. Claudel Hobson, fed by gravity augmented by exhaust pressure.

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	Wheel	Base	Chassis	 	 	 	£345	0	0
,;	Long	,,	22	٠,	 	 	 	£355	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.

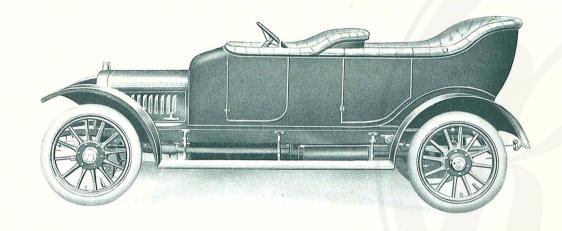
Brakes. Metal to metal. Internal expanding. The side brakes are operated by a handlever and are compensating. The shoes are easily renewable. The foot brake is also internal expanding of larger diameter and area. Both brakes are easily adjusted, enclosed in dust-proof drums and hold equally well in either 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.



Price.—12-16 H.P. Car, Standard body, as above ...... ... £375 o o Upholstering all buttoned.



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.

 Wheel base
 ...
 ...
 ...
 ...
 ...
 ...
 9 ft. 9 in.

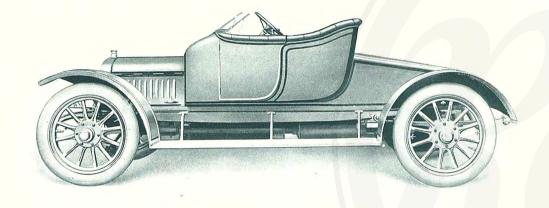
 Wheel gauge
 ...
 ...
 4 ft. 6 in.

 Overall length
 ...
 ...
 ...
 5 ft. 7 in.

 Overall width
 ...
 ...
 ...
 5 ft. 7 in.

Long Wheelbase is 7 in. longer. Weight of Chassis, approx., 16 cwt.

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



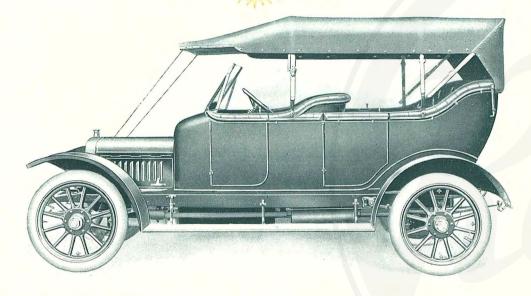
Price.—	12-16 H.P.	two-seated	Car, witl	n Screen, as above		 	£365	0	0
,,	,,	,,	,,	Twill Hood and So	reen	 	£377	10	0
			Uphols	tering all buttoned.					



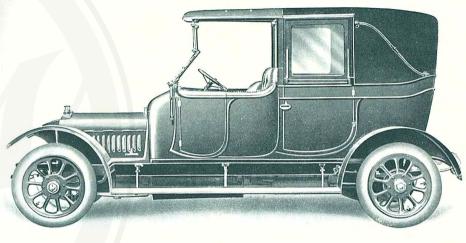
## Prices of 12-16 H.P. Car.

Chassis with fi	ont	wings a	nd pet	rol tank	۲.,				 	£345	0	0	
Chassis, long v	rhael	hase wi	th from	t wings	and 1	petrol 1	tank	4. 2	 	355	0	0	
Chassis, long V	ord	Body							 	360	0	0	
2-Seater Stand Torpedo body	and	scuttle	dash						 	375	0	0	
Torpedo Body Single Landau	latte	on lone	whee	lbase						495			
Cape Hood		• •							 		0	0	
Half Screen		• •	•	• •						5	5	0	
Spare Wheel		• •			• •	• •	• •	• •		,			

Upholstering all buttoned.

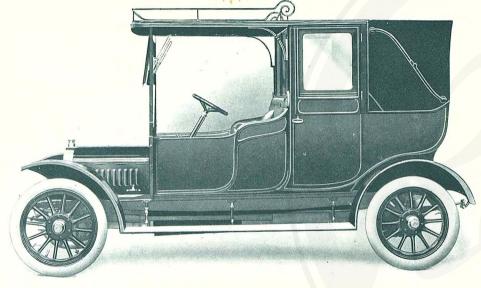


Price.—12-16 H.P. Car, with Hood and Screen, as above Upholstering all buttoned. .. £397 10 0 SUNBEAM



Price.—12-16 H.P. Car, with Cabriolet body, as above .. .. .. Upholstering all buttoned.





Price.—12-16 H.P. Car, with Single Landaulette body, as above... Upholstering all buttoned.



## General Specification 16-20 H.P. Chassis.

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

Four-Cylinder 90 mm. bore, 160 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, water pump and fan driven by skew gears. Engine.

Forced, by gear-driven pump in the sump, with oil indicator and regulator Lubri-

on dashboard. cation.

Ignition. Bosch Dual Magneto.

Carburettor. Claudel Hobson, fed by gravity augmented by exhaust pressure.

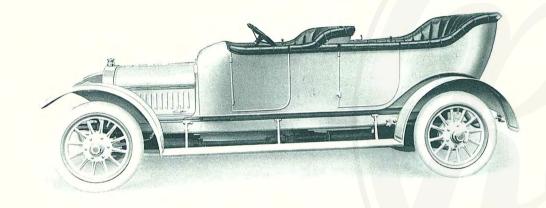
Honeycomb radiator, with centrifugal pump and gear-driven fan to induce Cooling.

additional draught.

Large leather-faced cone clutch, entirely self-contained, gives no end thrust to Clutch.

crank or gear shafts; easily adjusted. Two universal joints between engine and

gear box.



Price.—16-20 H.P. Car, with	Standard	body	as ab	ove	 	 £495	0	0
		Joseph				22	10	
	Uphols							

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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. Gear box cast in one piece and absolutely oil-tight.

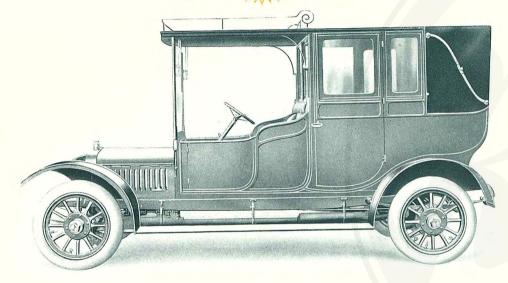
Brakes. Metal to metal. Internal expanding. The side brakes are operated by a hand-lever and are compensating. The shoes are easily renewable. The foot brake is also internal-expanding of large diameter and area. Both brakes are easily adjusted, enclosed in dust-proof drums and hold equally well in either 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, 820×120, Plain. An extra price will have to be charged for Tyres other than Standard.



Price.—16-20 H.P. Car, Double Landaulette, as above ... ... £625 Upholstering all buttoned.



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 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.

Long wheelbase is  $6\frac{1}{4}$  in. longer. Weight, Chassis approx. 18 cwts.

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



#### Prices of 16-20 H.P. Car.

Chassis with fr	ont wi	ngs a	nd pet	rol tank				 ,4		£455	0	0	
Chassis, long w	heelba	ise, w	ith fro	nt wings	s and	petrol	tank	 		470	0	0	
Torpedo body	and sc	uttle	dash					 	• •	495	0	0	
Double Landau	ulette (	on lor	ng whe	elbase				 		625	0	0	
Cabriolet on lo	ng wh	eelba	se					 		650	0	0	
Standard Limo	ousine		* *					 		625	0	0	
Cape Hood								 		17	IO	0	
Half Screen								 		5	0	0	
Spare Wheel								 		5	5	0	
			Uı	oholsteri	ng a	ll butt	oned.						



#### General Specification 25-30 H.P. Chassis.

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

Engine. Six-Cylinder, 90 mm. bore, 160 mm. stroke. The cylinders are arranged in two castings of three cylinders each *en bloc*. Crankshaft supported by bearings between each throw; valves all on the left side and enclosed in dust-proof case. Adjustable tappets. Camshaft and magneto driven by silent chains. Water pump driven by skew gears.

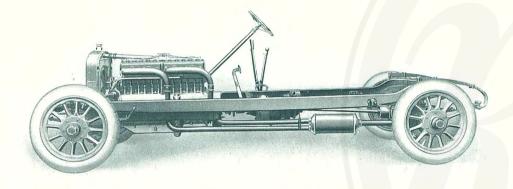
Lubrication. Forced, by gear-driven pump in sump, with oil indicator and regulator on dashboard.

Ignition. Bosch Dual, with two separate distributors.

Carburettor. Claudel Hobson, fed by gravity augmented by exhaust pressure.

Cooling. Honeycomb radiator, with centrifugal pump, and fan to induce additional draught.





Price.	25-30 H.P.	Six-Cylinder	Standard wheelbase Chassis	 	 £570	0	0
	-5 5	22	Long wheelbase Chassis	 	 £585	0	0



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, hardened and tempered; gear box cast in one piece and absolutely oil-tight.

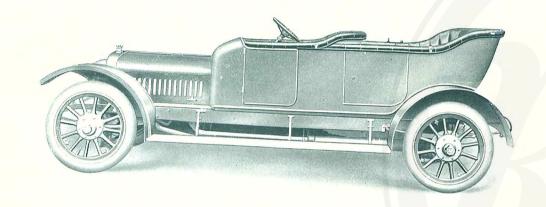
Brakes. Metal to metal. Internal expanding. The side brakes are operated by a hand-lever and are compensating. The shoes are easily renewable. The foot brake is also internal expanding of large diameter and area. Both brakes are easily adjusted, enclosed in dust-proof drums and hold equally well in either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





Price.—25-30 H.P. Six-Cylinder Car with Standard body as above .. .. £.610 0 0

Upholstering all buttoned.



Tyres. Dunlops, 880 × 120, Plain. An extra price will have to 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.

Dimensions.

Long wheelbase is  $6\frac{1}{4}$  in. longer.

Weight of chassis, approx. 24 cwt.

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



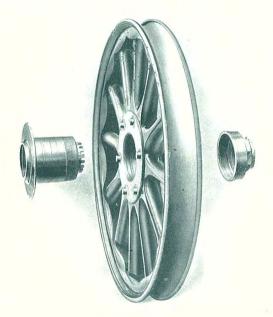
#### Price of 25-30 H.P. Car.

Chassis with fr	ont v	vings a	nd pet	rol tank					 	£570	0	0
Chassis, long v	vheell	oase, w	ith fro	nt wings	and	petrol	tank		 	585	0	0
Torpedo body	and s	scuttle	dash						 	610	0	0
Double Landa	ulette	on lor	ng whe	eelbase				٠.	 	740	0	0
Standard Limo	ousine	e							 	740	0	0
Cabriolet on lo	ng w	heelbas	se						 	765	0	0
Cape Hood									 	17	IO	0
Half Screen									 	5	0	0
Spare Wheel									 	5	5	0
				Upholste	ering	all but	toned.					

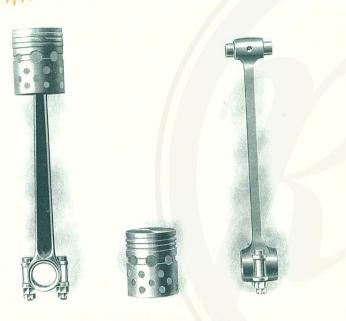
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Price.—25-30 H.P. Six-Cylinder Car, with Double Landaulette body as above £740 0 0 Upholstering all buttoned.



DETACHABLE WHEEL.



CONNECTING ROD AND PISTON.



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

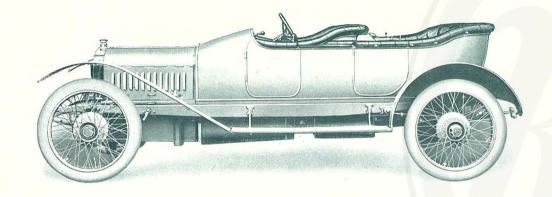
Engine. Special racing type Four-Cylinder, 80 mm. bore, 150 mm. stroke. Cylinders cast en bloc. Crankshaft supported by bearings between each throw; special valves all on the left side and enclosed in dust-proof case. High-pressure forced lubrication, entirely automatic. Camshaft driven by silent chain. 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; ballbearings 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.







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.

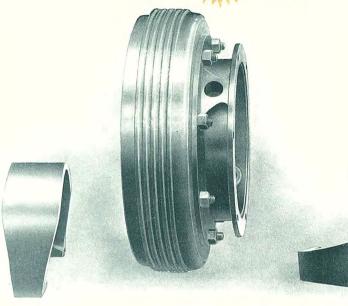
Tyres. 815×105 Dunlops. Plain. An extra price will have to be charged for tyres other than Standard.

#### 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.





INTERNAL EXPANDING BRAKE OPERATED BY PEDAL.

#### 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





INTERNAL EXPANDING BRAKE ON REAR WHEELS.

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.

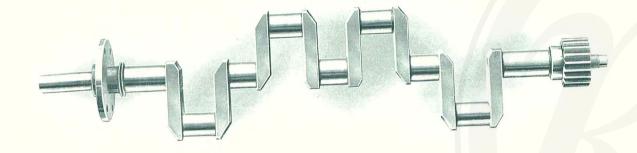
The defective Chassis, Car or part thereof, is to be returned by the Purchaser (carriage paid or otherwise at his own expense) to the Company's works with an advice under separate cover stating the Number of the Chassis, as shown by the Company's name plate, the date and place of purchase, and the nature 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 do 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.

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 deal with matters arising under their guarantee, if sent direct to them,







FOUR-CYLINDER CRANK AND CAM SHAFT.

SUNBEAM

provided the name of the "Agent" or dealer be given in the advice in addition to the other particulars.

Accessories.—Accessories of the Company's own make are covered by the above guarantee. The Company do 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 do 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 or to give any warranty or make any representation to a purchaser on the Company's behalf.

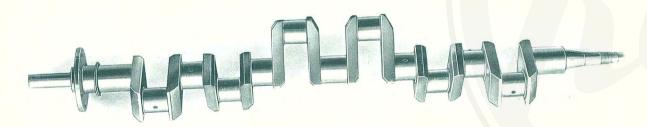
Delivery.—At the Works.

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.







SIX-CYLINDER CRANK AND CAM SHAFT.

#### 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.

STITUTE



## The "Sunbeam" Car in Competition.

In 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 Car 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 reliability as "monotonous."

Remarkable consistency has been shown in the wonderful series of continued successes. In 1910 alone, more than 40 Cups and Medals were won.

During the past year the long list of successes standing to the credit of the Sunbeam Car has been added to by many notable performances. Nearly 50 Cups, Gold and Silver Medals, and other prizes have been won, and it is exceedingly gratifying that in almost every event in which the Sunbeam has entered, a place has been secured amongst the winners. At some of the most important hill-climbing competitions and speed trials organized throughout the country where Sunbeams have entered, they have won every event possible.

A new Record was established in the 16 H.P. Class at Brooklands on April 18th, by a 12-16 Sunbeam doing a flying half-mile at the extraordinary speed of over 86 miles an hour.

The most notable achievement of the year was the establishing of a series of fifteen new records with a 1912 model 25-30 Six-Cylinder Standard "Sunbeam" Car at Brooklands on Sept. 1st, including the twelve hours record at an average speed of over 75 miles an hour. The speed was faster than that of an express train, and the distance covered—907 miles 1,535 yards—was the greatest that has ever been accomplished in the time by any mechanically-propelled vehicle—motor car, express train or aeroplane.

A brilliantly successful season was brilliantly wound up on October 7th, when a 12-16 H.P. Sunbeam broke the 16 H.P. Standard Class Long Record at a speed of 77.29 miles per hour, and a 25-30 H.P. Six-Cylinder Sunbeam broke the 40 H.P. Standard Class Long Record at 84:41 miles per hour.



## A Few Expressions of Appreciation.

April 23rd, 1911.

I have pleasure in telling you that the 10-12 H.P. I bought from you in April 1904 has done yeoman service, and is a byword in this district for what a Car ought to be.

I have now done over 70,000 miles without any mechanical trouble, and to-day the Car is going well and gives every satisfaction.

I think this speaks volumes for the workmanship and quality of material used in the production of Sunbeam Cars. A. E H.

N.B.—From the above it will be seen that the car ran 10,000 miles a year for seven years without giving any mechanical trouble.

April 24th, 1911.

"The Car is giving great satisfaction, the following speaks for itself.

"About a month ago it went up Barnet Hill on top gear at 25 miles per hour." B.M.



"I completed twelve months' running of my 12-16 Car on April 24th, particulars of Petrol Consumption as follows:-

230 gallons of Petrol used. 7,179 miles run. Equals  $21\frac{3}{4}$  miles per gallon.

"This includes a fair mileage for town work.

"The cost of replacements during twelve months is one Inlet Valve Spring, supplied

"No doubt the above information will be interesting to you."

F. P.

"My Car has now run about 6,000 miles, and gives me the most complete satisfaction."

A. M.

"We have just completed overhauling one of last year's Sunbeam Landaulettes.

This is the first time this Engine has been disassembled, and it must be most gratifying to you to know that the wearing of all the parts was perfect. In fact not any new parts were required, simply the 'closing up' of bearings on Main Shaft and Big Ends.

"This Car, as you know, has been used by us as a Taxicab, and the Meter registers a distance covered of 33,472 miles.

"Undoubtedly you fully recognise this is largely due to your perfect system of lubrication." R. H. & Co.



June 9th, 1911.

"Now that a reasonable time has elapsed since I got my 12-16 H.P. Sunbeam Car from you at the end of April, 1910, during which time I have run it 11,792 miles, I think I can

form a fair opinion of it.

"To begin with it has never stopped me on the road, except on one occasion when I had carelessly replaced the cover of the Magneto contact breaker. It is as quiet as it was when new, pulls better (it is an excellent hill climber), it is very light on tyres, and economical of petrol—last month my average was 26·14 miles per gallon, which I think is very good, as I have a long wheelbase, large body, 820×120 mm. tyres, and of course, screen and hood.

"My repairs amount to exactly 10s., viz., 5s. for grinding valves, the springs are too stiff for me to deal with, or I would have done them myself, 2s. 6d. for renewing the Bowden

wire to the extra air valve, and 2s. 6d. for examining the timing wheels.

"I will only add how pleased I am with the Car, and hope all your other Cars will prove equally satisfactory."

F. E. H.

Extract from a letter received from A. M., Capt. R.N.:— June 26th, 1911.

"Taken altogether she is a thoroughly satisfactory Car, and has not been inside the Workshop for any fault or defect since I got her, thirteen months ago, during which time she has run 7,000 miles at an average of about 22 miles to the gallon of petrol.

"Most of the work was done in Devonshire where the roads are infamously bad."

July, 1911.

"In 1908, Mr. S. procured a 20-25 H.P. Sunbeam Landaulette, and we have just had it three years. We have run up to July 14th, 30,114 miles, and the Car has run splendidly; we have never had one road stop with the engine—long run or short, it is always the same. We were up in the Highlands last year touring for three weeks, and the Car went just like a bird. We went through Stirling to Oban, right over the Grampians, and also visited John O' Groats. We got one overhaul at Carlisle and the Car is running as well as the first day we got it."

August 6th, 1911.

"You will be glad to hear the Sunbeam Car was driven by my Daughter in our Hill Climb competition last Saturday, and won easily in a class for 12 H.P. with six entries. I think it speaks volumes for the Car, as I have driven her over all sorts of rough roads since February 10th, 1911, over 11,000 miles, without a single stop, and when I bought her she had run about 12,000 miles, and the Engine has never been touched since she left your Works about twelve months ago."

G. C. B.

August 11th, 1911.

"Nobody could wish to drive a nicer, and more comfortable Car."

S. I. B.



August 21st, 1911.

"I thought it would no doubt be of interest to you to hear of a trip I have just done

on my 12-16 Sunbeam, which you supplied me last year.

"I returned last week after being away exactly a fortnight, only driving on twelve days, during which I covered 1,450 miles, starting from here and going to Scotland by way of Doncaster, Ilkley, Settle, passing through the English Lakes—on to Moffat, Glasgow and Inveraray, with the 'Rest and be Thankful' Hill. After this we journeyed to Oban via Lochgilphead, then on to Ballachulish, Fort William, Fort Augustus, and Inverness and Aberdeen, passing up the famous valley of the Dee to Braemar and over the 'Devil's Elbow' and Spital of Glenshee to Perth. We also visited Crieff, Aberfeldy, Killiecrankie Pass, Tummel Bridge, Killin, Lochearnhead, Comrie, Crieff, Dunfermline, Queen's Ferry, and Edinburgh, after which we made the best of our way home via York and the Dukeries.

"The roads in some parts of Scotland were terrible. We had a full load of four passengers and a large quantity of luggage, and we had no delays with the Car of any kind. Throughout the Car never faltered, not even at those worst of hills mentioned above, and we had the full load and luggage all the time, and I think for a small powered Car like mine, this was a fine performance, as the above trip quite constitutes a stiff reliability trial, embracing almost every kind of test the Car could be put to. As for speed, the 12-16 is so well known that nothing need be mentioned except to say, as has always been the case, we could simply pass anything on the road when we wanted."

W. H. E.

Originals may be seen.

SUNBEAM

## BROOKLANDS AUTOMOBILE RACING CLUB.

RECORD.

16 R.A.C. Ruting Standard Class Short Record.

westablished 18th April, 1911.

use of Holder Mr. L. Cart Stun.

Name of Driver \_ No. 1. Oc. 1

Nature of Performances | Ralf Mile from a Flying Start

in 20.85? Siconia.

hata of Speed 35.157 Miles per hour.

Pringing (c) 15.822 (R.A.C. Rating) 4-cylinder Sunbern Car.

B.A.B.C. No. 485. Pere 5.195 inches. Weight
even 1600 15a.

turned & (Signed) F. Linday Lloyd. Services to be a true says

Mr. 202

#### BROOKLANDS MOTOR COURSE.

Date 1st Sept. 1911

Description of Car 30-124 (Rac Bating) 6: Extender Sundeam Sa

Engine ho 5001. marc to 333 - 13000 3.543 modes

Driver or Owner In Lo Coatalens

Protonce Measured on note true 904 miles 1835 yasfron a standing start

Time as per Automatic Electric Chronograph Twelve hoursemusts

Rate of speed attained 15. by Wiles per hour

colling to Finishing Horas an of me in



### Press Opinions.

"A machine far removed from the general run even of excellent Cars."—The Morning Post.

"The Sunbeam has taken honours wherever public touring tests have called for a vehicle of great reliability."—The Car.

No 204

#### BROOKLANDS MOTOR COURSE.

I hating dandard thoughting them to

Date y' cotales 1911

Discipland Car . 5 050 1 d & Patrice a Extender in them box

X a x & James But & 188° Neight our rive the

prince Owner - 10 th Contalen Draw M. O. M. Solverte.

Instance Measured on to H. Lane where have a standing start

Time as for Automatic Electric Chronograph 1256.24 Seconds.

Rate of Seed attained 70 29 Miles for hour

Continued by American designed to the comment them copy the



No 203

#### BROOKLANDS MOTOR COURSE.

no Ruting Standard Biase Long Record.

Date 7 Colober 1911

These plan of Car to 127 1 to 1 to Package i experience Suntain las

. Tomache to uset seek & No. 333 than 3 and maked Meight con south

Human word . It I Contain Silver as the Michaels

testame Mounted to the Haller For tages from a standing stack

Time as per tot weeks Frederic Chromograph 480 12 Seconds

Kate of Sport Alexand SW . Al 1 Miles for home

TITUTE

Competed by Principles Light

### Press Opinions.

"In a most notable manner the Sunbeam Car has made its way to the front rank in the last few years."

—The Sphere.

"The Car is a high-class one, and has rapidly acquired a most enviable reputation."—The Financier.



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 1000 revs	Wheels.	Wheel- base.	Frack.	Annual Tax.	Price of Chassis.
12/16	15.9	4	mm. 80×150	4	High 3.4 to 1 Low 3.6 to 1	High Gear 27½	mm. 815×105	ft. in. 9 9	ft. in. 4 6	£4 4 °	£345
16/20	20° I	4	90×160	4	High 3.3 to 1 Low 3.59 to	29	820×120	10 31/4	4 7	£6 6 0	£455
25/30	30.5	6	90×160	0 4	High 2.5 to Low 2.9 to	deal	880×120	II I4	4 7	£8 8 0	£57°



### Prices of Extras and Fittings.

				£	S.	d.	
Cape Cart Hood				17	10	0	Le
Cape Cart Hood with division	at back	of driv	er's				Su
seat				19	0	0	Fi
Half Wind Screen				5	0	0	To
Double-folding Wind Screen				10	0	0	Co
Long Chassis for 12/16 H.P.	<i>.</i>		9.4	10	0	0	W
Long Chassis for 16/20 H.P. a	ind 25/30	H.P.		15	0	0	Н
Dual Ignition for 12/16 H.P.				15	7	6	Fi
Spare Wheel				5	5	0	Fi
Head Light Brackets				1	10	0	Fi
Folding Luggage Carrier			***	4	4	0	Fo
Wire Wheels				7	10	0	Nı
Sprag				2	10	0	Mo
Leather Side Shields				2	10	0	Cr
Victoria Leather Hood for two	o-seated o	car		27	10	0	Sp
Victoria Twill Hood for two-s	eated car			12	10	0	Sp
Victoria Leather Hood for bac	ck seats			35	0	0	Sil
Panel Pouch				2	17	6	Fit

	_						
					£	S.	d.
Leather Shield for back of	front	seats			1	5	0
Supplying and Painting Ge	enera	tor Box			0	12	6
Fitting Speed Indicator					0	15	0
Tonneau Cover					2	5	0
Cover for Cape Cart Hood					2	10	0
Waterproof Covers for seat	S				8	10	0
Holland Covers for seats					5	0	0
Fitting Gabriel Horn or E	khaus	t Whist	tle		1	0	0
Fitting Wind Screen other	than	our ma	.ke		1	0	0
Fitting and supplying Iron	s for	back Sc	reens		2	10	0
Folding Dicky Seat for two	-seat	ed car			5	0	0
Number Plates and Paintin	ıg				0	5	0
Monograms, each letter					0	5	0
Crests, each					1	10	0
Special Crests or Coat of A	rms (	on appl	lication	1)			
Speaking Tube					2	2	0
Silk Blinds to windows of l	anda	alette			6	10	0
Fitting Electric Lamps and	Wir	ing			0	12	6



# List of Tools supplied with each Sunbeam Car.

- I Double-ended Spanner each  $\frac{1}{4}$ ,  $\frac{5}{16}$ ,  $\frac{3}{8}$  and  $\frac{1}{2}$ -inch.
- I Single-ended Spanner 3-inch.
- 2 Box Spanners and Tommy Bar.
- 2 Tyre Levers.
- I Hammer.
- 1 Screw-driver.
- 1 Adjustable Spanner.
- I Pair Pliers.
- 1 Special Spanner for removing Star Driver.
- I Large Open-ended Spanner for Clutch Nut.

- I Funnel.
- r Oil Can.
- I Wiper.
- I Jack.
- 1 Peg Spanner for removing Back Hubs.
- 1 Special Hub Cap Spanner with Cam.
- 1 Pump (Tyre).
- I Box of Nuts, Bolts and Washers.
- 1 Undershield Hook.
- I Scraper for Pistons.