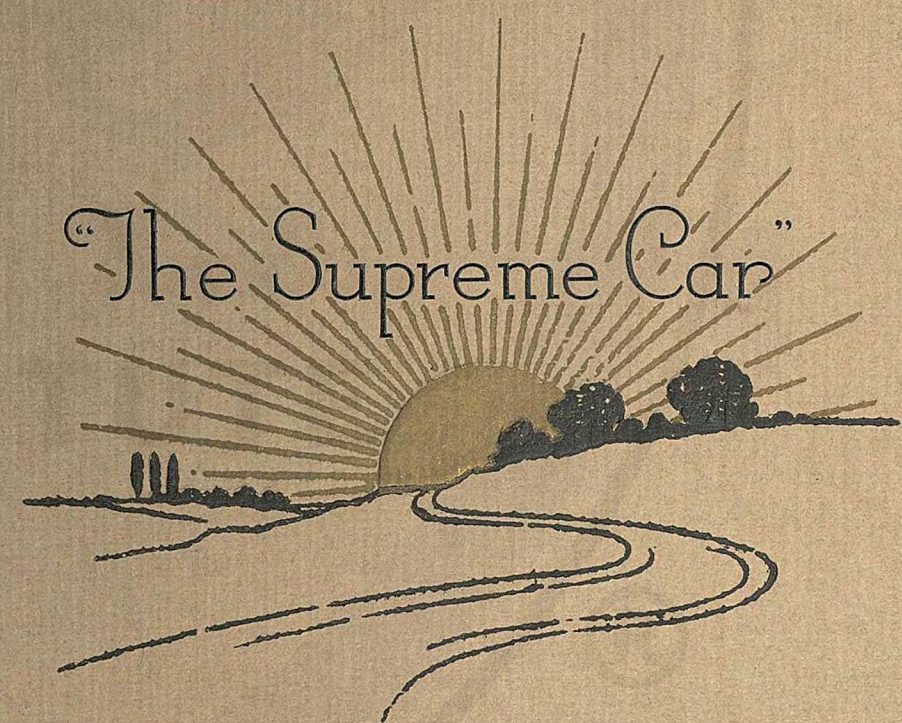


JUL 1925

# SUNBEAM

"The Supreme Car"



Printed by  
SIR JOSEPH CAUSTON & SONS, LIMITED  
BIRMINGHAM & LONDON.



SUNBEAM

"The Supreme Car"

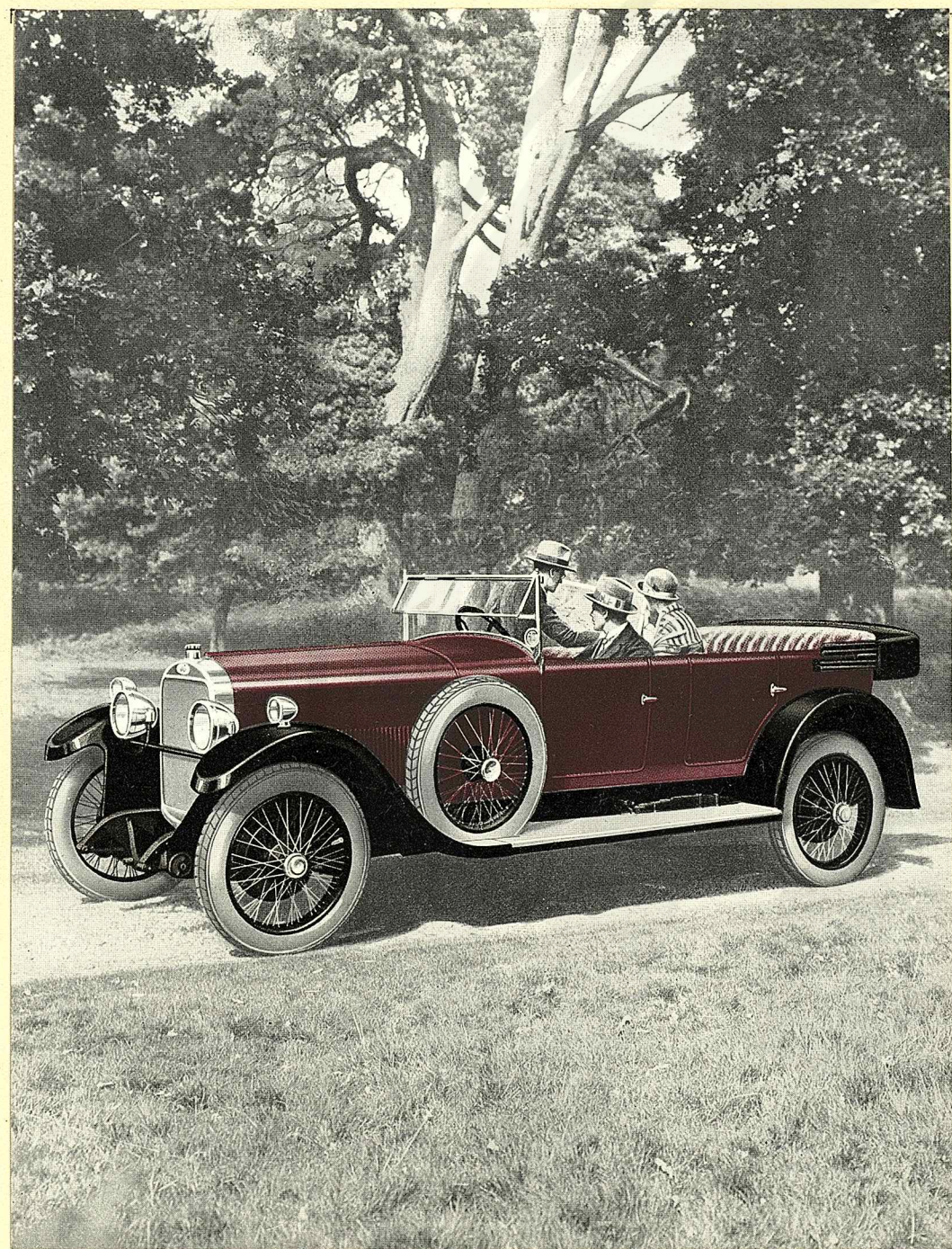


FOR more than a quarter of a century the Sunbeam name has been associated with the manufacture of motor cars in which quality and reliability have been the predominant features. In the following pages will be found particulars of the cars now being produced at Moorfield Works, a range of models of incomparable quality and embodying the highest achievement in automobile design.

INSTITUTE





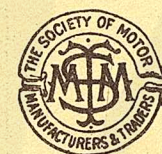


"The Supreme Sunbeam"

# SUNBEAM MOTOR CARS

ESTABLISHED 1899

## THE SUNBEAM MOTOR CAR CO. LTD.



Manufacturers of  
MOTOR CARS, AIRCRAFT & MARINE  
MOTORS, AIRSHIP POWER PLANTS,  
ETC.



Contractors to  
ADMIRALTY, WAR OFFICE, AIR MINISTRY, AND  
TO COLONIAL AND FOREIGN GOVERNMENTS

MOORFIELD WORKS, WOLVERHAMPTON

Telegrams:  
"MOORFIELD, WOLVERHAMPTON."

Telephone:  
WOLVERHAMPTON 985.

LONDON SHOWROOMS AND EXPORT DEPARTMENT  
12, Princes Street, Hanover Square, W.1.

SHOWROOMS:  
Telephone: Mayfair 6280/1.  
Telegrams: "Sunosales, Wesdo, London."

EXPORT DEPARTMENT:  
Telephone: Mayfair 2919.  
Cables: "Subeamoco, London."

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

MANCHESTER SHOWROOMS: 106, Deansgate.  
Telephone: City 8638. Telegrams: "Sumocar, Manchester."

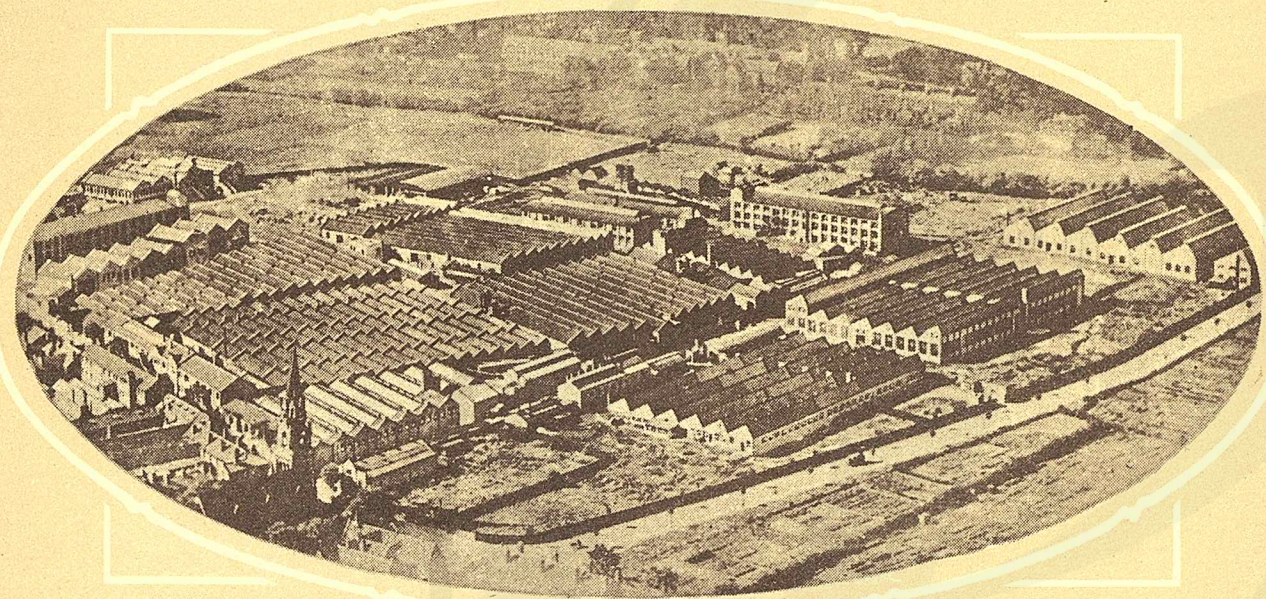
Northern Service and Repair Works: 288/294, Eccles New Road, Weaste,  
Manchester.

Codes Used: A.B.C. 5th Edition, Marconi International, Motor Trade, Bentley's.



# SUNBEAM

"The Supreme Car"



## The Home of the SUNBEAM CAR Moorfield Works, Wolverhampton

THE best testimony to the success achieved by Sunbeam cars, since the inception of the first model over a quarter of a century ago, is the size of the present Sunbeam Works. The Factory, Offices, Playing Fields, and other property of the Company cover an area of over 60 acres; total floor space of the various shops is nearly 30 acres; total number of Employees nearly 4,000. As the years have passed by development and extension have proceeded apace. To-day, Moorfield Works, with its many acres of buildings and grounds, possesses every conceivable facility for the production of motor cars of the high quality which has always been associated with the Sunbeam name.

The Sunbeam Company gladly welcomes visits from owners or potential owners of Sunbeam cars, so that they may personally see the extent of the Works and the thoroughness of the manufacturing methods employed.

# SUNBEAM

"The Supreme Car"



## A Foreword

IT is now more than a quarter of a century since the first SUNBEAM car was constructed, and much has been achieved in the period which has elapsed since then. From the most modest beginnings, expansion has gone on year by year, and the SUNBEAM car has built up a world-wide reputation, resulting in a continuous demand which taxes the facilities of even our present large Works and organisation.

From the inception of the first car in 1899 down to the present time, quality has been the dominating factor at Moorfield Works. It is on this very solid basis that SUNBEAM prestige has been acquired, and in the models illustrated and described in the following pages SUNBEAM quality and efficiency find the fullest embodiment.

The wide experience gained over a period of many years of successful racing on road and track has been an invaluable asset in the development of the SUNBEAM car, for in no other way could such a high degree of efficiency have been reached. The knowledge thus acquired has contributed largely towards perfecting the SUNBEAM four-wheel braking system, which provides the fullest braking security at all speeds, and to many other features of design.

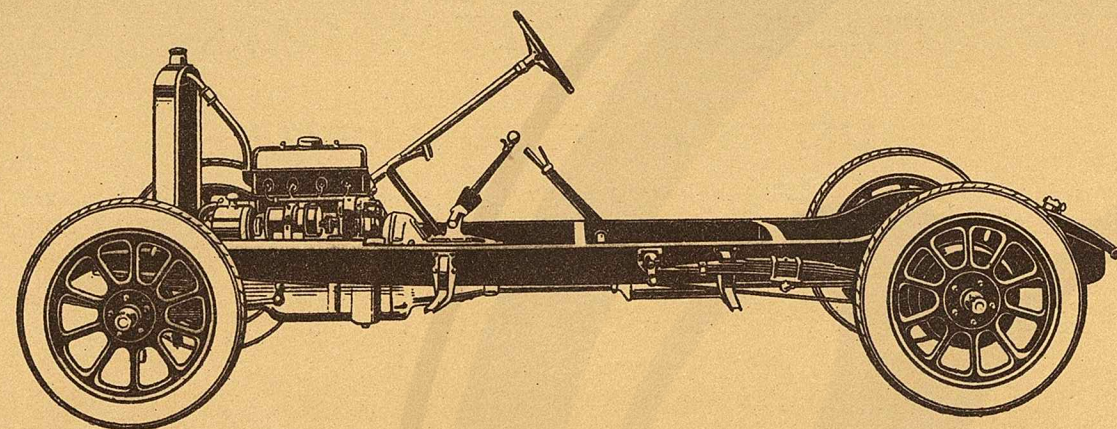
Added to this mechanical efficiency is coachwork of that high standard of quality for which the SUNBEAM name has been so long and so justly noted—coachwork in which the utmost accommodation is obtained in conjunction with attractive lines, and finished with the thoroughness that is such a recognised characteristic of all SUNBEAM cars.

The Sunbeam Motor Car Co. Ltd.



# SUNBEAM

"The Supreme Car"



## 12/30 H.P. FOUR-CYLINDER SUNBEAM PRINCIPAL CHASSIS DIMENSIONS, Etc.

		English.	Metric.
Bore .. .. .	.. .. .	2.67"	68 m/m.
Stroke .. .. .	.. .. .	4.33"	110 m/m.
Cubic capacity of cylinders	.. .. .	97.5 cu. in.	1598 c.c.
Wheel base .. .. .	.. .. .	9' 7"	292 cm.
Track .. .. .	.. .. .	4' 6"	137.5 cm.
Ground clearance .. .. .	.. .. .	8"	20 cm.
Length overall .. .. .	.. .. .	12' 11"	393 cm.
Width overall .. .. .	.. .. .	5' 6"	167 cm.
Front of dash to centre of rear axle	.. .. .	7' 1 1/2"	216 cm.
Chassis width at rear .. .. .	.. .. .	2' 7"	79 cm.
Gear Ratios .. .. .	3rd 2nd 1st Reverse	4.9 to 1 8.62 to 1 14.39 to 1 14.39 to 1	
Tyre sizes .. .. .	.. .. .	765 x 105 m/m.	
R.A.C. Rating .. .. .	.. .. .	11.46	
Tax payable .. .. .	.. .. .	£12	

**Chassis Price - £450**

Price of chassis includes front wings ; fuel tank ; four detachable wheels and one spare wheel, with tyres ; self-starter ; electric lighting set with five lamps ; electric horn ; speedometer (these latter being fitted up as far as possible before the mounting of the body).

### GENERAL CHASSIS SPECIFICATION

#### ENGINE.

The engine, clutch and gear box are combined in a single unit, with the clutch and brake pedals mounted on the unit. The detachable cylinder head contains the overhead valves and valve operating mechanism.

#### LUBRICATION.

Oil is forced through the crankshaft to all engine bearings by a gear wheel type of pump in the lower half of crankcase and driven by spiral gear from the camshaft. The valve rockers, etc., are lubricated under pressure from the main oil supply.

#### COOLING.

Radiator of honeycomb type, the water circulated by means of a centrifugal pump of large output.

#### FUEL FEED AND CARBURATION.

The petrol tank is carried at the rear and the fuel fed by Autovac to the Claudel Hobson carburetter.

#### IGNITION.

High tension magneto, fitted on near side of engine.

#### CLUTCH AND GEAR BOX.

Single plate clutch with fabric friction surface. Three speeds forward and reverse are provided, with right hand gear change.

#### BRAKES.

Hand and foot brakes of internal expanding type, both sets of shoes acting on large steel drums on the rear wheels.

#### SPRINGS.

Semi-elliptic springs at the front, cantilever springs at the rear.

#### WHEELS.

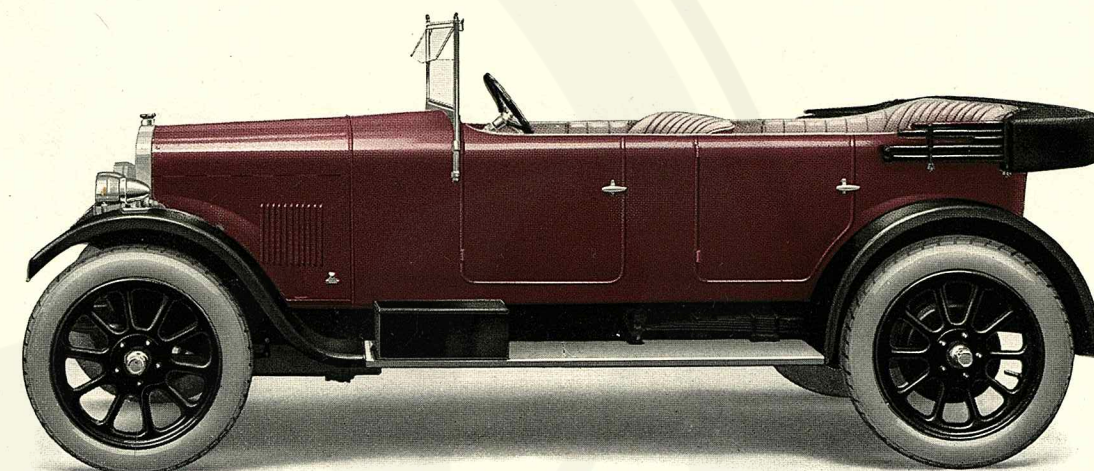
Detachable steel artillery type, fitted with 765 x 105 m/m. Dunlop cord tyres. Spare wheel carried in a well placed in the front wing.

#### CONTROLS.

Clutch, footbrake and accelerator pedals are all conveniently situated. Ignition and carburetter control levers are fitted to a quadrant on the steering wheel. The Gear change and handbrake levers are on the right-hand side.

# SUNBEAM

"The Supreme Car"



## 12/30 H.P. FOUR-CYLINDER SUNBEAM with Four-Seater Open Touring Body

**T**HIS model was introduced in response to a demand for a car of similar quality and design to the Sunbeam "14" but of somewhat smaller dimensions and lighter in weight.

The four-seater body has been specially designed for this chassis and has adjustable front seat to suit the requirements of the individual driver. All-weather side curtain equipment is included.

This is an economical car as regards upkeep, and although it comes within the limits of the £12 tax its efficiency and performance are fully equal to those of many cars of larger dimensions.

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

Length overall, 12' 11"

Width overall, 5' 6"

**Price - £570**

with equipment as follows :—Full set of Dunlop Cord tyres, spare wheel and tyre, Rotax electric lighting set, with head, side and tail lamps, Rotax self-starter, hood and hood envelope, wind screen, side curtains, electric horn, number plates, speedometer, licence holder, and full kit of tools.

We also supply the 12/30 h.p. model with a very attractive Weymann Four-door Saloon body. Price given on page seven.



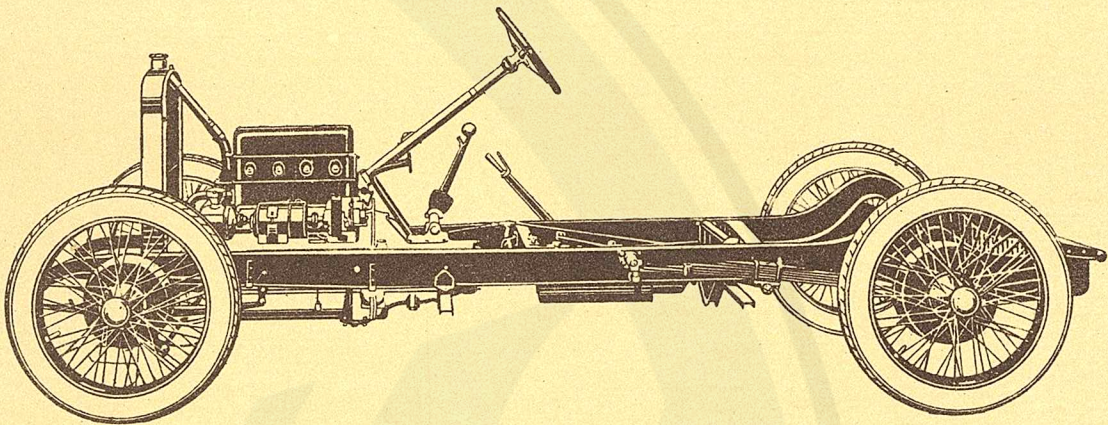
14/40 H.P. FOUR-CYLINDER SUNBEAM

Fitted with the Sunbeam Four-Wheel  
Braking System which comprises Six  
Brakes in all

THE 14/40 h.p. four-cylinder model which is described and illustrated, with various types of coachwork, in the following pages, has long been firmly established as a moderate-powered car of the highest efficiency, embodying the latest improvements introduced as a result of our long experience in building motor cars of the highest quality, and with a remarkable road performance.

As with all present SUNBEAM models, the engine is fitted with overhead valves, the system of suspension includes long cantilever springs at the rear, and the chassis frame is low-slung without unduly restricting the ground clearance. This makes the car unusually stable, and it holds the road safely at all speeds.

SUNBEAM Four-wheel brakes are standardised on all 14/40 h.p. models. The introduction of four-wheel brakes of such reliability as those incorporated in the SUNBEAM system is one of the most progressive steps in the history of automobile design. Pressure on the pedal applies the brakes on all four wheels simultaneously. The hand lever operates separate brakes on the rear wheels only. The braking power is applied without any suspicion of harshness, the steering is not affected by the action of the front-wheel brakes, and tyre wear is much more evenly distributed. The entire design and method of operation is both simple and reliable. Only long experience under every conceivable condition could evolve such remarkably efficient and easily operated four-wheel brakes as these.



14/40 H.P. FOUR-CYLINDER SUNBEAM  
PRINCIPAL CHASSIS DIMENSIONS, Etc.

	English.	Metric.
Bore .. .. .	2.95"	75 m/m.
Stroke .. .. .	4.72"	120 m/m.
Cubic capacity of cylinders .. .. .	129.5 cu. in.	2120.5 c.c.
Wheel base .. .. .	9' 11"	302.5 cm.
Track .. .. .	4' 7"	140 cm.
Ground Clearance .. .. .	8"	20 cm.
Length overall .. .. .	13' 4½"	407.5 cm.
Width overall .. .. .	5' 6"	167 cm.
Front of dash to centre of rear axle .. .. .	7' 1½"	217.8 cm.
Chassis width .. .. .	2' 9½"	85 cm.
Gear Ratios .. .. .	3rd 4.5 to 1, 2nd 7.92 to 1, 1st 13.19 to 1, Reverse 13.19 to 1	
Tyre sizes .. .. .	815 × 105 m/m.	
R.A.C. Rating .. .. .	13.9	
Tax payable .. .. .	£14	

Chassis Price - £535

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

GENERAL CHASSIS SPECIFICATION

- ENGINE.**  
The engine, clutch and gear box are combined in a single unit, with the clutch and brake pedals mounted on the unit. The detachable cylinder head contains the overhead valves and valve operating mechanism.

**LUBRICATION.**  
Oil is forced through the crankshaft to all engine bearings by a gear wheel type of pump in the lower half of crankcase and driven by spiral gear from the camshaft. The valve rockers, etc., are lubricated under pressure from the main oil supply.

**COOLING.**  
Radiator of honeycomb type, the water circulated by means of a centrifugal pump of large output.

**FUEL FEED AND CARBURATION.**  
The petrol tank is carried at the rear and the fuel fed by Autovac to the Claudel Hobson carburetter.

**IGNITION.**  
High tension magneto, fitted on near side of engine.
- CLUTCH AND GEAR BOX.**  
Single plate clutch with fabric friction surface. Three speeds forward and reverse are provided, with right hand gear change.

**FOUR WHEEL BRAKES.**  
Brakes on all four wheels, of internal expanding type, operated simultaneously by pressure on brake pedal. Hand brake operates separate brake shoes on rear wheels. This system actually provides six brakes.

**SPRINGS.**  
Semi-elliptic springs at the front, cantilever springs at the rear.

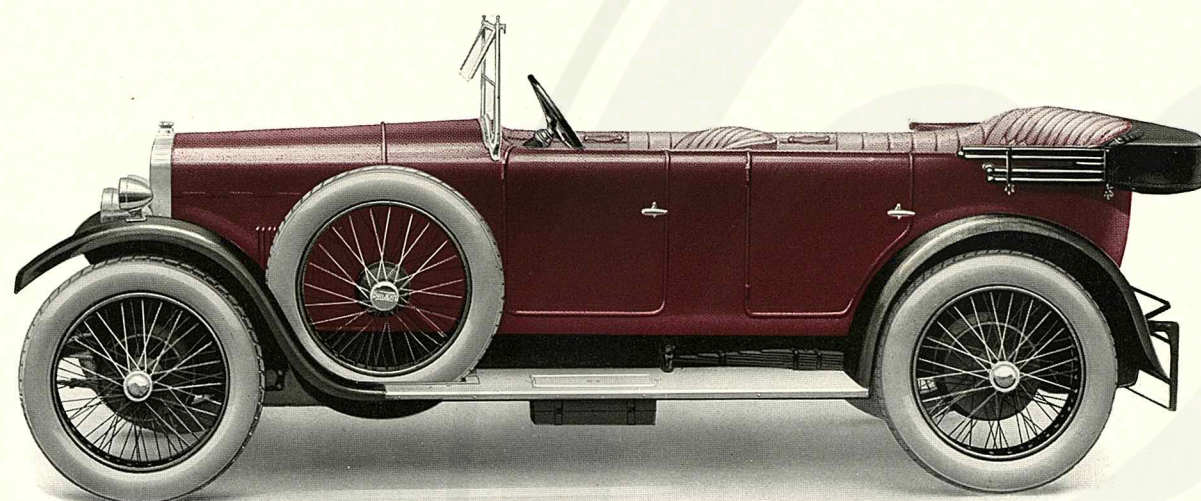
**WHEELS.**  
Detachabale wire wheels, fitted with 815 × 105 m/m. Dunlop cord tyres. Spare wheel carried in a well placed in the front wing.

**CONTROLS.**  
Clutch, footbrake and accelerator pedals are all conveniently situated. Ignition control in centre of steering wheel, carburetter control on fascia board. The gear change and handbrake levers are on the right hand side.



# SUNBEAM

"The Supreme Car"



## 14/40 H.P. FOUR-CYLINDER SUNBEAM with Five-Seater Open Touring Body

**W**ITH its highly efficient engine, low slung chassis, cantilever rear springing, and the Sunbeam four-wheel braking system, the 14/40 h.p. model embodies every feature desirable in a high grade car of moderate size.

The chassis is suitable for various types of coachwork, of which the open touring car shown above is a particularly good example. There is seating accommodation for four or five persons, and the front seat is adjustable to suit the requirements of the individual driver. All-weather side curtain equipment is included.

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

Length overall, 13' 4½"

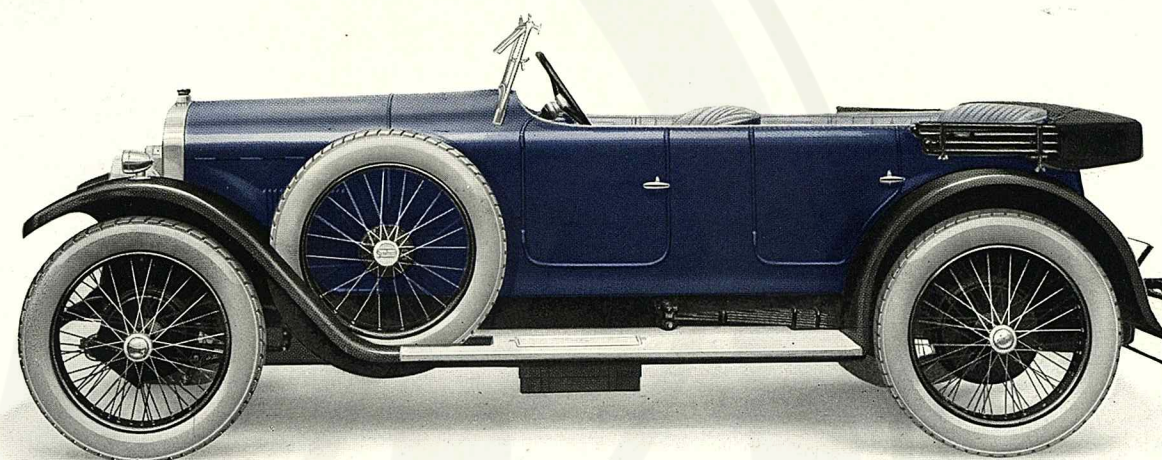
Price - £685

Width overall, 5' 6"

with equipment as follows:—Full set of Dunlop Cord tyres, spare wheel and tyre, Rotax electric lighting set, with head, side and tail lamps, dash lamp, Rotax self-starter, hood and hood envelope, wind screen, side curtains, bulb horn, electric horn, number plates, speedometer, luggage carrier, licence holder, and full kit of tools.

# SUNBEAM

"The Supreme Car"



## 14/40 H.P. FOUR-CYLINDER SUNBEAM Sports Model

**T**HE experience gained in building successful racing cars over a period of many years is reflected in this medium size car of decidedly sporting appearance and with a capacity for high speed. Although this model is designed as a high grade sporting type of car, it is equally suitable for touring and is very completely equipped.

As on the standard 14/40 h.p. model the chassis is low slung. The four-seater body is of streamline form, and the front seat adjustable to suit the requirements of the individual driver. All-weather side curtain equipment is included.

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

Length overall, 13' 4½"

Price - £750

Width overall, 5' 6"

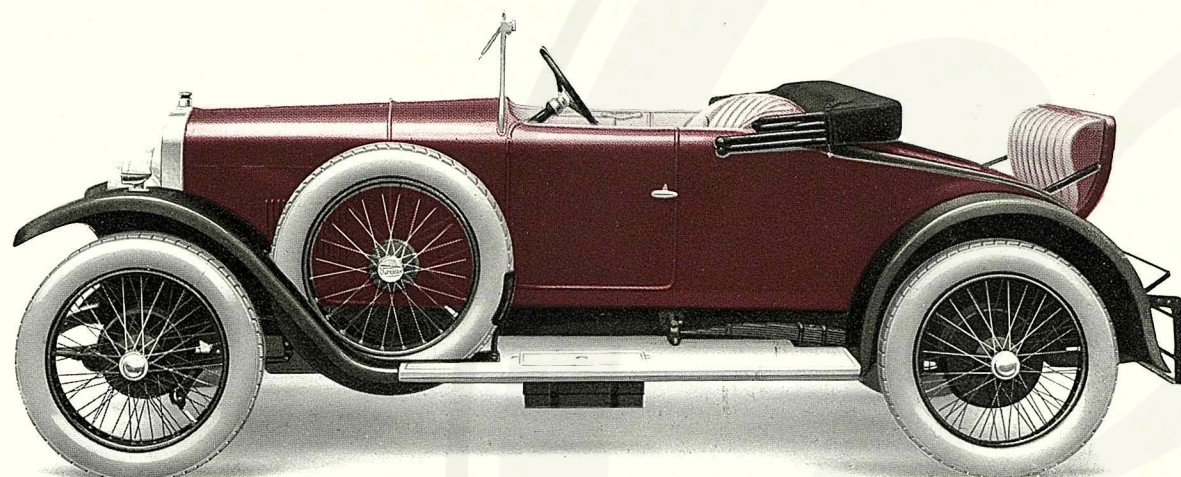
with equipment as follows:—Full set of Dunlop Cord tyres, spare wheel and tyre, Hartford shock absorbers, Rotax electric lighting set, with head, side and tail lamps, dash lamp, Rotax self-starter, hood and hood envelope, wind screen, side curtains, bulb horn, electric horn, number plates, speedometer, luggage carrier, licence holder, and full kit of tools.

Price of Sports Model Chassis, including equipment as above (excepting hood and hood envelope, wind screen, side curtains, number plates, and licence holder) - £595



# SUNBEAM

## "The Supreme Car"



### 14/40 H.P. FOUR-CYLINDER SUNBEAM with Two-Seater Touring Body

**T**HERE is a certain distinctive character about a well-designed two-seater car, and this is very noticeable in the model illustrated above. The body is roomy, and a wide and comfortable dickey seat, sufficiently spacious to accommodate two persons, is fitted at the rear.

With the high efficiency of the overhead valve engine, the security provided by the Sunbeam four-wheel brakes, and the sound design and construction embodied throughout, no better two-seater than this can be desired. All-weather side curtain equipment is included.

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

Length overall, 13' 4½"

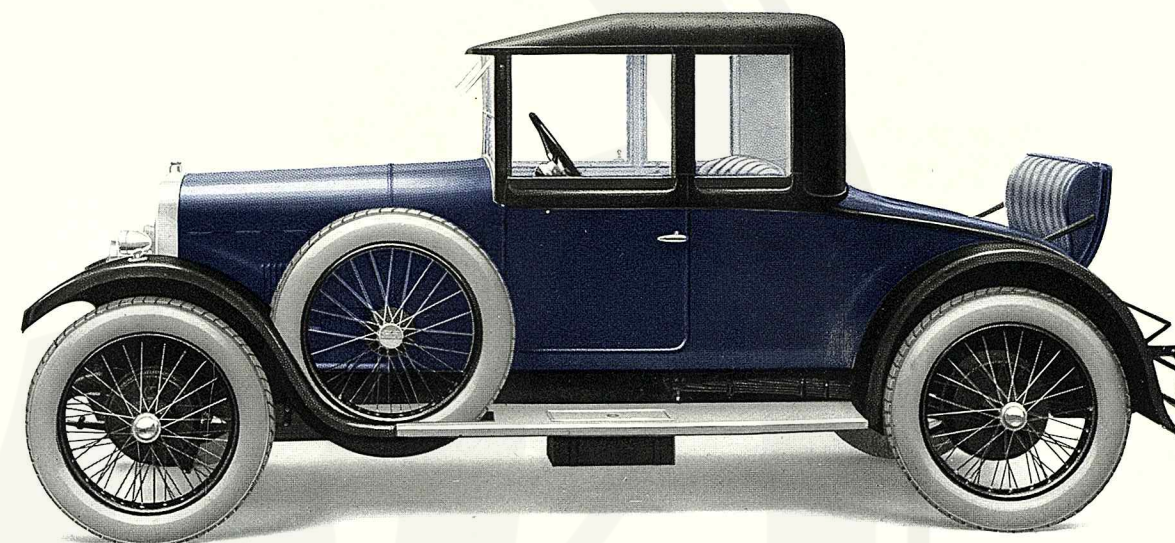
Price - £685

Width overall, 5' 6"

with equipment as follows:—Full set of Dunlop Cord tyres, spare wheel and tyre, Rotax electric lighting set, with head, side and tail lamps, dash lamp, Rotax self-starter, hood and hood envelope, wind screen, side curtains, bulb horn, electric horn, number plates, speedometer, luggage carrier, licence holder, and full kit of tools.

# SUNBEAM

## "The Supreme Car"



### 14/40 H.P. FOUR-CYLINDER SUNBEAM with Coupe-Cabriolet Body

**T**HIS model, generally designated a "Three-quarter Coupe-Cabriolet," is an ideal two-seater car. Accommodation for two additional passengers is provided by the dickey seat at the rear.

When the head is lowered this model has all the advantages of an open car, whilst in the closed position it affords complete protection against the weather. The plate glass windows slide within the door panels when the head is lowered. This is a most attractive car, the efficiency of the chassis being matched by the high quality and finish of the coachwork.

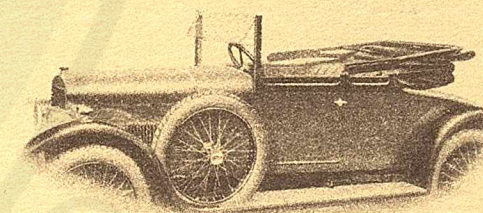
Standard colours of coachwork, claret, dark green or dark blue; chassis, wheels and wings, black; upholstery in Bedford cord or leather of suitable colour to match the paintwork; bright metal parts finished in nickel.

Length overall, 13' 4½"

Price - £795

Width overall, 5' 6"

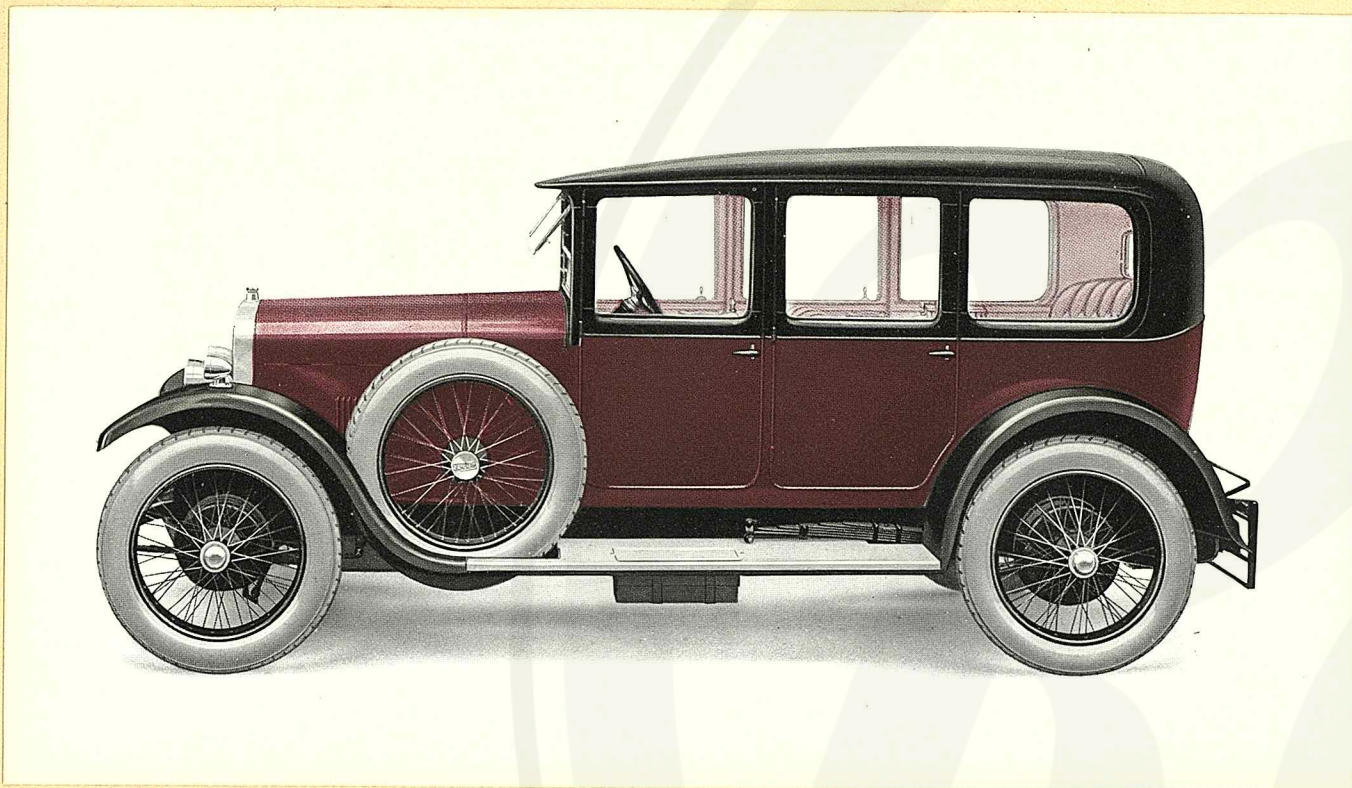
with equipment as follows:—Full set of Dunlop Cord tyres, spare wheel and tyre, Rotax electric lighting set, with head, side and tail lamps, dash lamp, Rotax self-starter, wind screen, bulb horn, electric horn, number plates, clock, speedometer, luggage carrier, licence holder, and full kit of tools.





# SUNBEAM

## "The Supreme Car"



### 14/40 H.P. FOUR-CYLINDER SUNBEAM with Four-Door Saloon Body

**I**N this fine example of Sunbeam coachwork the utmost accommodation has been obtained in conjunction with attraction of line and contour. It provides ample accommodation for four or five persons and the front seat is adjustable to suit the requirements of the individual driver.

The four doors permit of easy entrance and exit and throughout its construction the excellence and thoroughness of Sunbeam workmanship, even to the smallest details, is very apparent. The upholstery is carried out either in Bedford cord or leather, as our clients may prefer.

Standard colours of coachwork, claret, dark green or dark blue; chassis, wheels and wings, black; upholstery in Bedford cord or leather of suitable colour to match the paintwork; bright metal parts finished in nickel.

Length overall, 13' 4½"

Width overall, 5' 6"

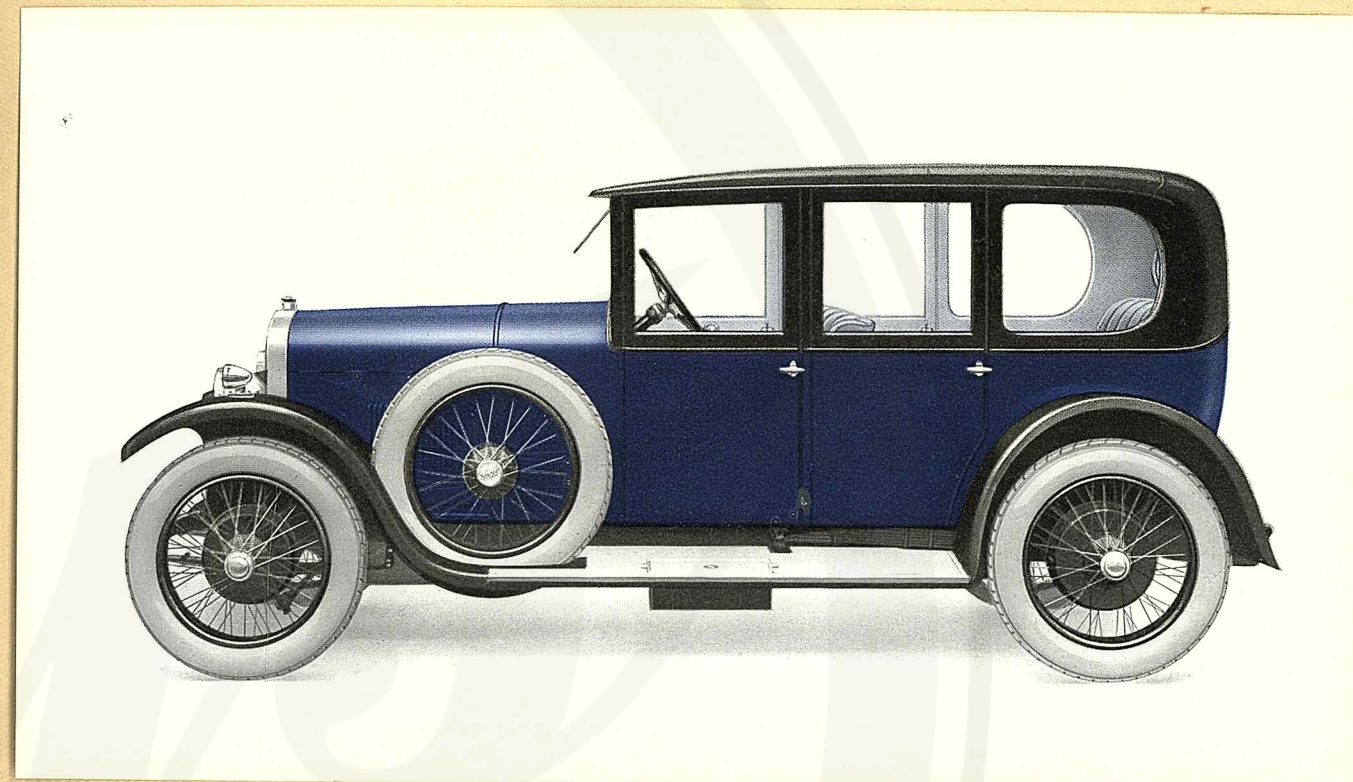
Height from ground, 6' 1"

**Price - £845**

with equipment as follows:—Full set of Dunlop Cord tyres, spare wheel and tyre, Rotax electric lighting set, with head, side and tail lamps, dash lamp, interior light, Rotax self-starter, wind screen, bulb horn, electric horn, number plates, clock, speedometer, luggage carrier, licence holder, and full kit of tools.

# SUNBEAM

## "The Supreme Car"



### 14/40 H.P. FOUR-CYLINDER SUNBEAM with Four-Door Weymann Saloon Body

**T**HIS Saloon model, built on the Weymann principle, follows very closely in outline the coach-built saloon shown on the opposite page. It has all the advantages pertaining to the fabric type of body, with an exterior finish which needs little attention.

Four doors are fitted to this Saloon as on all SUNBEAM cars, and the interior is upholstered with the same care and taste as our coach-built models. For a car of this type, embodying SUNBEAM quality in every detail, the low price is one of its most attractive features.

Standard colours, a variety of attractive shades are available; chassis, wheels and wings, black; upholstery in cloth of suitable colour to match the exterior; bright metal parts finished in nickel.

Length overall, 13' 4½"

Width overall, 5' 6"

Height from ground, 6'

**Price - £760**

with equipment as follows:—Full set of Dunlop Cord tyres, spare wheel and tyre, Rotax electric lighting set, with head, side and tail lamps, dash lamp, interior light, Rotax self-starter, wind screen, bulb horn, electric horn, number plates, clock, speedometer, luggage carrier, licence holder, and full kit of tools.



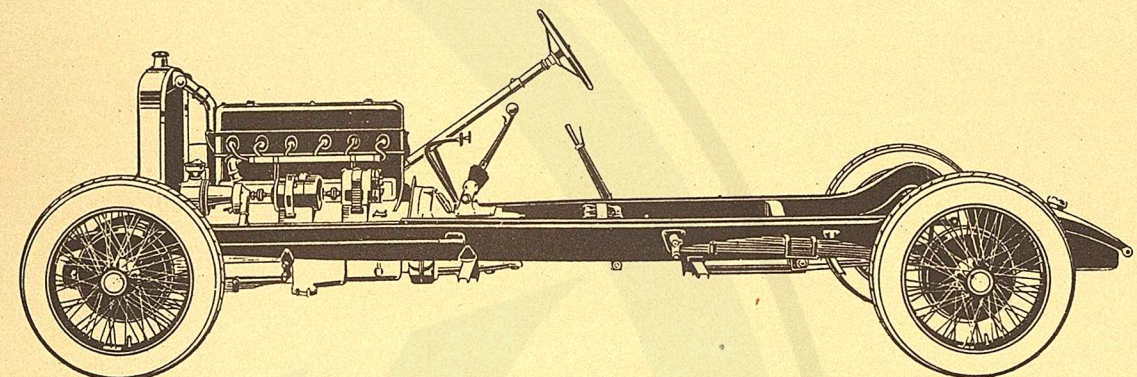
### 20/60 H.P. SIX-CYLINDER SUNBEAM

Fitted with the Sunbeam Four-Wheel  
Braking System which comprises Six  
Brakes in all

THE 20/60 h.p. six-cylinder model, which is described and illustrated, with various types of coachwork, in the following pages, represents the highest efficiency embodied in any automobile. Such progress has been made through the continued development of SUNBEAM design that this car has a performance surpassing many of the considerably higher-powered, heavier, and more expensive types.

The perfectly balanced overhead valve engine, efficient system of suspension, with long cantilever springs at the rear, low chassis frame, whereby an unusually attractive appearance is obtained together with a practical advantage in the way of a low centre of gravity, are some of the features which combine towards the excellence of this model. A well-known motor publicist, after subjecting a 20/60 h.p. car to a lengthy trial, declared that it was the safest standard car of any size or price he had ever driven, an opinion which is also held by the many 20/60 h.p. owners who can speak from experience after thousands of miles on the road.

The SUNBEAM Four-wheel braking system, which comprises six brakes in all, is fitted to all 20/60 h.p. models. Pressure on the pedal applies the brakes on all four wheels simultaneously. The hand lever operates separate brakes on the rear wheels only. The security these brakes provide—at all speeds and under every road condition—enables the power of the engine to be fully utilised and yet with perfect safety.



### 20/60 H.P. SIX-CYLINDER SUNBEAM

#### PRINCIPAL CHASSIS DIMENSIONS, Etc.

		English.	Metric.
Bore	.. .. .	2.95"	75 m/m.
Stroke	.. .. .	4.72"	120 m/m.
Cubic capacity of cylinders	.. .. .	194.25 cu. in.	3180.8 c.c.
Wheel base, Open Touring Model	.. .. .	10' 11 1/8"	334 cm.
Wheel base, for Closed Models	.. .. .	11' 5 3/8"	349 cm.
Track	.. .. .	4' 9"	145 cm.
Ground clearance	.. .. .	8"	20 cm.
Length overall (short wheel base)	.. .. .	15' 1"	460 cm.
Length overall (long wheel base)	.. .. .	15' 7"	475 cm.
Width overall	.. .. .	5' 10"	177.8 cm.
Front of dash to centre of rear axle (short wheel base)	.. .. .	7' 2 1/2"	220 cm.
Front of dash to centre of rear axle (long wheel base)	.. .. .	7' 8 1/2"	235.3 cm.
Chassis width	.. .. .	3' 1"	94 cm.
Gear Ratios (Open Touring Model)	.. .. .	4th 4.5 to 1, 3rd 6.5 to 1, 2nd 9.9 to 1, 1st 18.1 to 1, Reverse 16.7 to 1	
Gear Ratios (Closed Models)	.. .. .	4.72 to 1, 6.9 to 1, 10.5 to 1, 19.1 to 1, 17.7 to 1	
Tyre sizes	.. .. .	820 x 120 m/m.	
R.A.C. Rating	.. .. .	20.9 Tax payable	£21

Chassis Price - £795

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

#### GENERAL CHASSIS SPECIFICATION

##### ENGINE.

The engine, clutch and gear box are combined in a single unit, with the clutch and brake pedals mounted on the unit. The detachable cylinder head contains the overhead valves and valve operating mechanism.

##### LUBRICATION.

Oil is forced through the crankshaft to all engine bearings by a gear wheel type of pump in the lower half of crankcase and driven by spiral gear from the camshaft. The valve rockers, etc., are lubricated under pressure from the main oil supply.

##### COOLING.

Radiator of honeycomb type, the water circulated by means of a centrifugal pump of large output. Temperature of water automatically regulated by thermostat.

##### FUEL FEED AND CARBURATION.

The petrol tank is carried at the rear and the fuel fed by Autovac to the Claudel Hobson carburetter.

##### IGNITION.

High tension magneto, fitted on near side of engine.

##### CLUTCH AND GEAR BOX.

Single plate clutch with fabric friction surface. Four speeds forward and reverse are provided, with right-hand gear change.

##### FOUR WHEEL BRAKES.

Brakes on all four wheels, of internal expanding type, operated simultaneously by pressure on brake pedal. Handbrake operates separate brake shoes on rear wheels. This system actually provides six brakes.

##### SPRINGS.

Semi-elliptic springs at the front, cantilever springs at the rear.

##### WHEELS.

Detachable wire wheels, fitted with 820 x 120 m/m. Dunlop cord tyres. Spare wheel carried in a well placed in the front wing.

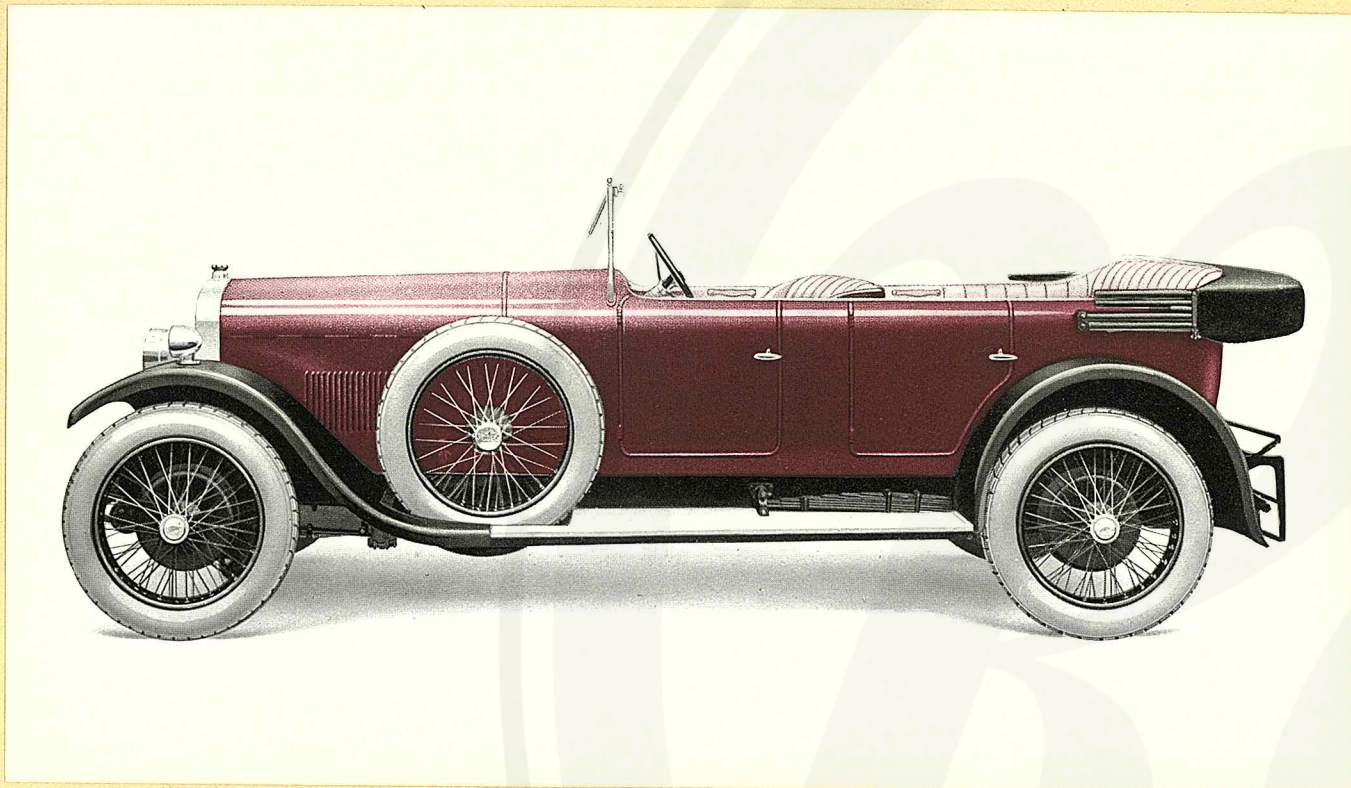
##### CONTROLS.

Clutch, footbrake and accelerator pedals are all conveniently situated. Ignition control in centre of steering wheel, carburetter control on fascia board. The gear change and handbrake levers are on the right-hand side.



# SUNBEAM

## "The Supreme Car"



### 20/60 H.P. SIX-CYLINDER SUNBEAM with Five-Seater Open Touring Body

**T**HIS 20/60 h.p. model has been generally acclaimed as the leader in its particular class, both as regards excellence of design and the very attractive price at which it is listed. The chassis embodies the latest improvements and includes the Sunbeam Four-wheel braking system.

The chassis frame is low slung and has ample width at the rear, permitting of a very roomy five-seater body being mounted. The rear seat enables three passengers to be seated in comfort. All-weather side curtain equipment is included with this model.

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

Length overall, 15' 1"

Price - £950

Width overall, 5' 10"

with equipment as follows:—Full set of Dunlop Cord tyres, spare wheel and tyre, Hartford shock absorbers, Rotax electric lighting set with head, side and tail lamps, dash lamp, Rotax self-starter, hood and hood envelope, wind screen, side curtains, bulb horn, electric horn, number plates, clock, speedometer, luggage carrier, licence holder, and full kit of tools.

# SUNBEAM

## "The Supreme Car"



### 20/60 H.P. SIX-CYLINDER SUNBEAM Sports Model

**T**HIS 20/60 h.p. model is unquestionably one of the most attractive cars for fast road work which has ever been produced. The four-seater, four-door body has been specially designed for this chassis and is of unusually pleasing appearance.

Built on similar lines to the standard 20/60 h.p. model, but with a shorter wheel-base (10' 7½"), and an engine specially modified and tuned for speed work, this car embodies in its design the results of long experience in the production of racing cars. Braking efficiency is ensured by the Sunbeam four-wheel braking system.

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

Length overall, 14' 9"

Price - £1,025

Width overall, 5' 10"

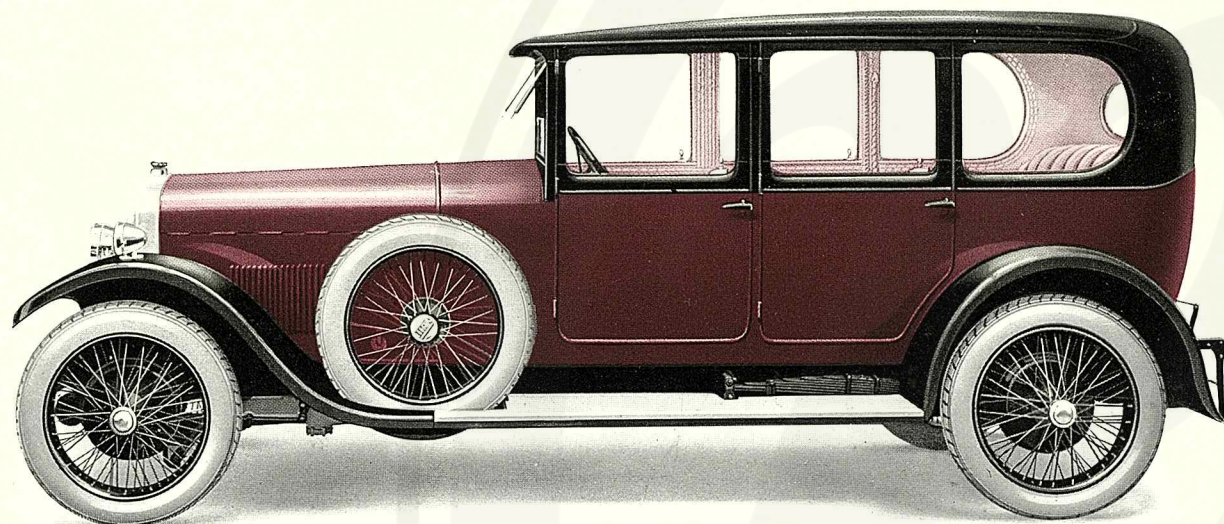
with equipment as follows:—Full set of Dunlop Cord tyres, spare wheel and tyre, Hartford shock absorbers, Rotax electric lighting set, with head, side and tail lamps, dash lamp, Rotax self-starter, hood and hood envelope, wind screen, side curtains, bulb horn, electric horn, number plates, speedometer, luggage carrier, licence holder, and full kit of tools.

Price of Sports Model Chassis, including equipment as above (excepting hood and hood envelope, wind screen, side curtains, number plates, and licence holder) - £860



# SUNBEAM

## "The Supreme Car"



### 20/60 H.P. SIX-CYLINDER SUNBEAM with Enclosed Limousine Body

**T**HE 20/60 h.p. chassis lends itself admirably to fine coachwork of the type shown above. There is ample accommodation, the rear seat providing space for three persons, and there are two occasional seats which fold back when not in use.

A division separates the front seat from the rear, the upper portion having sliding plate-glass panels. The upholstery is carried out either in Bedford cord or leather, as may be preferred. The windows slide in felt lined channels, and the doors close on to rubber buffers, thus preventing noise and vibration.

The saloon body is similar in its proportions, but it has no division between the seats and no folding occasional seats.

Standard colours of coachwork, claret, dark green or dark blue; chassis, wheels and wings, black; upholstery in Bedford cord or real leather of suitable colour to match the paintwork; bright metal parts finished in nickel.

Length overall, 15' 7"

Width overall, 5' 10"

Height from ground, 6' 4½"

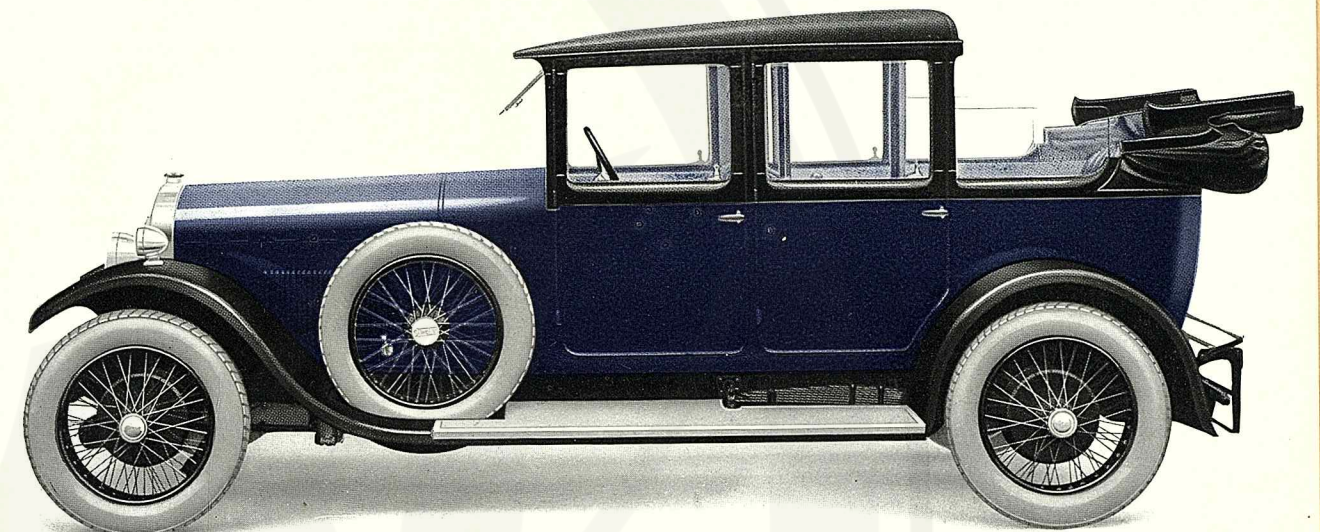
**Price, with enclosed Limousine Body - £1,250**

**„ with Saloon Body (No interior division) £1,200**

with equipment as follows:—Full set of Dunlop Cord tyres, spare wheel and tyre, Hartford shock absorbers, Rotax electric lighting set, with head, side and tail lamps, dash lamp, interior light, Rotax self-starter, wind screen, bulb horn, electric horn, number plates, clock, speedometer, speaking tube, luggage carrier, licence holder, and full kit of tools.

# SUNBEAM

## "The Supreme Car"



### 20/60 H.P. SIX-CYLINDER SUNBEAM with Enclosed Landaulette Body

**T**HIS handsome motor carriage follows very closely the lines of the Enclosed Limousine illustrated on the opposite page, and has similar interior accommodation, including two folding occasional seats. There is a division between the front and rear seats.

The illustration shows the rear portion of the body folded down, a desirable arrangement during fine weather whereby the advantages of an open car are obtained by the occupants of the rear seat.

In the upholstery and fittings the utmost care has been taken to preserve the quality and tastefulness which is characteristic of all Sunbeam cars.

Standard colours of coachwork, claret, dark green or dark blue; chassis, wheels and wings, black; upholstery in Bedford cord or real leather of a suitable colour to match the paintwork; bright metal parts finished in nickel.

Length overall, 15' 7"

Width overall, 5' 10"

Height from ground, 6' 4½"

**Price - £1,275**

with equipment as follows:—Full set of Dunlop Cord tyres, spare wheel and tyre, Hartford shock absorbers, Rotax electric lighting set, with head, side and tail lamps, dash lamp, interior light, Rotax self-starter, wind screen, bulb horn, electric horn, number plates, clock, speedometer, speaking tube, luggage carrier, licence holder, and full kit of tools.



# SUNBEAM

## "The Supreme Car"

### SOME DISTINGUISHED OWNERS OF SUNBEAM CARS

H.R.H. PRINCE HENRY, K.G., G.C.V.O.

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

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

# SUNBEAM

## "The Supreme Car"

### A FEW OF THE MANY APPRECIATIONS RECEIVED FROM SUNBEAM OWNERS

CHESHIRE, 9th December, 1924.

Dear Sirs,

Re 14 H.P. Sunbeam Car No. 5073B.

I bought the above car in the early months of 1922 and I have now covered over 42,000 miles. I always take and file every penny paid in the cost for the running of every detail for my cars, and I believe that the following particulars will be of interest to you. I have paid to date exactly £288 4s. 4d. for the running of this car, and if you work this out over 42,000 miles it pans out at 1½d. per mile, which I consider is a marvellous performance. In coming to the above figures I have not added the tax of the car and insurance, which, of course, would add—as I have a full all-in policy—another £90, but even with this added the cost of running the car then would only work out at 2½d. per mile.—Yours faithfully, H. G. C.

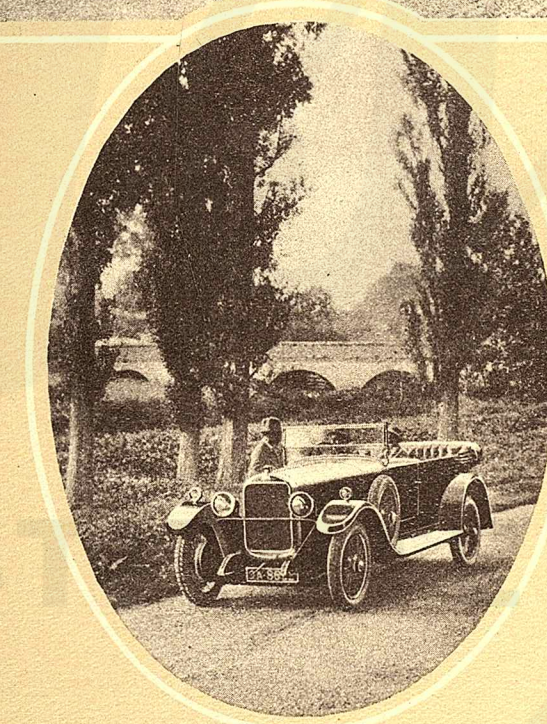
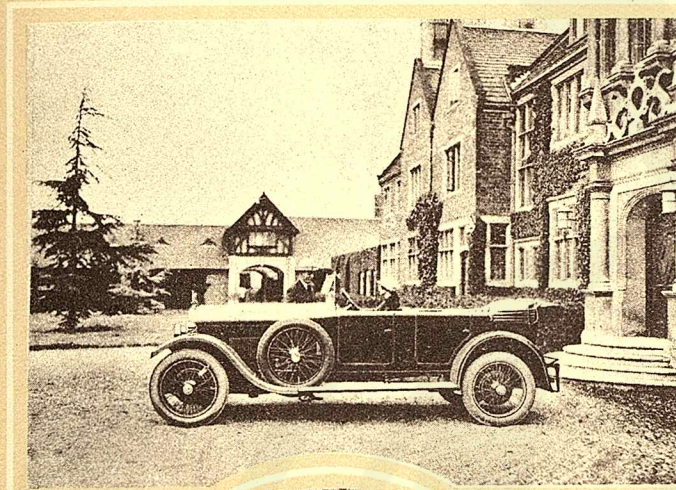
CRAWLEY DOWN, SUSSEX, 6th December, 1924.

Dear Sirs,

20/60 H.P. Six-Cylinder Sunbeam No. 1142D.

In April last I took delivery of the above car and since then have had ample opportunity to test the car under all possible conditions. I feel that in return for all the pleasure I have had in driving, free from all trouble, during the season, that a few lines of thanks are due to you for the care which must have been taken to enable you to produce such a splendid piece of work.

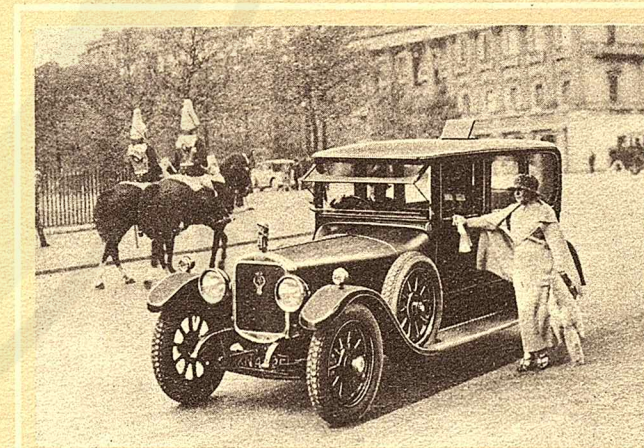
The Twenty Sunbeam is by far the best car I have ever driven and you may remember that when I called to take delivery you told me that I should enjoy driving it. I have indeed done so. The fact that when one is in top gear one remains there for the best part of the day makes a great pleasure of driving, and the ease with which one can handle her in traffic, always in top gear, also gives one such great confidence. The engine is, to anyone who has not handled the Twenty, a revelation.—Yours faithfully, F. H. H.



WOKING, 8th September, 1924.

Dear Sirs,

As I have just completed 9,000 miles in my 14/40 h.p. Sunbeam, the last 1,000 being in North Wales, I thought you might like to know my impression of its running. I have been an owner-driver for the last 20 years. The engine is extraordinarily quiet, its efficiency is remarkable, doing over 60 on top and 40 on second. I averaged over 30 with 5 up on a 200-mile run. The four-wheel brakes are wonderful, in fact one could not average this speed safely without them. The suspension is good, and the petrol consumption 28 miles per gallon. I am still using the original tyres.—Yours faithfully, G. T. T.





# SUNBEAM

"The Supreme Car"



## SUNBEAM RACING SUCCESSES

A few of the many Sunbeam Successes  
from 1902 to 1924

- 1902 100 Miles Liverpool Reliability Trial and Hill Climb—Sunbeam gained Gold Medal (highest honour obtainable).
- 1903 Glasgow to London Non-stop Trial. Two Sunbeams entered. Both gained maximum total of 1,000 marks.
- 1904 Non-stop Engine Run by a Sunbeam from Land's End to John o' Groats.
- 1906 Non-stop Engine Run by a Sunbeam from Land's End to John o' Groats *and back*—1,756 $\frac{3}{4}$  miles in all.
- 1911 12 Hours World's Record set up by a Sunbeam.
- 1912 Grand Prix Race Coupe de l'Auto and Team Reliability Prize, Sunbeams First, Second, Third.
- 1913 All records from 1 to 12 hours and from 50 to 1,000 miles beaten by Sunbeams on Brooklands track. 44 separate records in all, a performance never surpassed.
- 1914 Isle of Man T.T. Race, Sunbeam First.
- 1922 Ten World's Records set up on Sunbeams.
- 1922 Isle of Man T.T. Race, Sunbeam First.
- 1923 Fanoe Island—a Sunbeam covered the mile (flying start) at 146.4 m.p.h.
- 1923 Grand Prix de France, Sunbeams First, Second, Fourth.
- 1923 Spanish Grand Prix, Sunbeam First.
- 1924 European Grand Prix, the fastest circuit and highest speed recorded were accomplished on Sunbeams.
- 1924 Spanish Grand Prix, Sunbeam First.
- 1924 Pendine Sands—a Sunbeam covered the kilometre (flying start) at a speed of 146.16 m.p.h. World's record speed.

# SUNBEAM

"The Supreme Car"



## General Remarks and Terms of Business

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

We strongly advise purchasers to adhere to our standard patterns, and we are compelled to decline all responsibility in the event of our cars being altered or repaired other than by our own workmen. All parts of our cars are made to standard size and are interchangeable.

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

We regret we cannot accept orders for extra fittings and accessories for our cars other than those given on page seven of this catalogue, and then only provided they are specified at the time when the cars are ordered.

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

**DEPOSIT.**—10 per cent. of the full amount to be deposited when the order is placed, the balance becoming payable on delivery of the car at our Works.

**PAYMENT.**—Cash on receipt of invoice with notification of the date when the car will be ready for delivery. If payment is not made within seven days of such notification, we reserve the right of selling the car.

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

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

" The Company shall not be responsible for delay in delivery due to strikes, lock-outs, fire, accidents, combinations of workmen, delays in obtaining material, or other causes outside the control of the Company, and it may cancel any order which it is unable to execute within two months of the due date owing to causes falling within this clause.

" The Company shall not by naming or accepting a date or time for delivery be deemed to have undertaken to give delivery on such date or within such time, but only to have undertaken to use its best endeavours to complete the order by such date or within such time. In case delivery shall not be made within six weeks of the due date as aforesaid, the Purchaser may thereupon, if he thinks fit, give the Company 14 days' notice to deliver, and failing delivery, may cancel the order for the same, but shall have no claim against the Company for damages or compensation.

" All prices quoted in the Company's Catalogues are for delivery at the Company's Works, and all orders for cars or chassis accepted by the Company shall be paid for in cash at its Registered Office, or to its authorised representative. Payment to be made on or before delivery. After delivery all cars and chassis shall be at the Purchaser's risk. If a car or chassis is ready for delivery and paid for, but delivery is postponed at the Purchaser's request, same shall be at the Purchaser's risk as from the day of payment.



# SUNBEAM

## "The Supreme Car"



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

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

" The sale is made at the Company's catalogue or list price current at the time the order is accepted, but the Company reserves the right to alter its catalogue or list prices at any time, and will invoice at the prices current at the date of delivery, but the Purchaser may, within 14 days after being notified of an increase in price, cancel his order, in which case any deposit paid thereon will be returned.

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

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

## Guarantee

The Company guarantees that all precautions which are usual and reasonable have been taken by them to secure excellence of material and workmanship. This guarantee is applicable only to new cars or chassis or parts thereof, and is to be in force for one year only from the date when the car or chassis was delivered new from the Company's works. The liability of the Company is limited to the replacement (free at the Company's works) of the part or parts found to be defective, and no guarantee is given in respect of defects caused by wear and tear, accident, misuse, or neglect.

If a defective part be found in any car or chassis it must be sent to the Company's Works, carriage paid, with an advice under separate cover stating the number of the chassis, as shown by the Company's number plate, the name of the dealer (if any) from whom it was purchased, the date of purchase, and an intimation that the sender desires to have it replaced or made good free of charge under this guarantee. Parts returned to the Works without such advice will be at the risk of the sender, and this guarantee shall not be enforceable.

The Company is not responsible for any expense a purchaser may be put to in removing any part to be sent for inspection or in replacing same or any new part supplied in lieu thereof.

Only cars or chassis bought direct from the Company, or from one of their duly authorised dealers, are guaranteed, and the Company does not guarantee or accept responsibility for accessories not made by them or for fixing. Many of these accessories are novelties with which the Company's workmen are not familiar and should be fixed (if at all) by persons who are acquainted with them.

The chassis supplied by the Company are intended to be fitted with bodies similar in weight and character to those shown in the Company's catalogue, and if a purchaser should fix a body materially differing therefrom he does so at his own risk.

*This guarantee is given and shall be accepted in substitution for any warranty or guarantee implied by statute or otherwise as to the Company's cars or chassis, and any such implied warranty or guarantee is hereby excluded. The Company do not give any guarantee in respect of second-hand goods sold by them.*