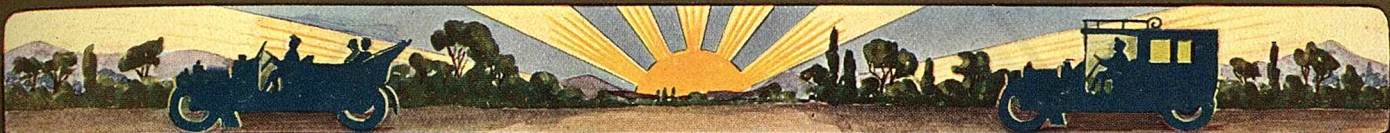


Dec. 1907

Silent  
Sunbeams.





TELEGRAMS :  
MOORFIELD, WOLVERHAMPTON.

NATIONAL TELEPHONE  
449.

THE  
SUNBEAM MOTOR CAR CO. LTD.,  
UPPER VILLIERS STREET,  
WOLVERHAMPTON.

Customers Cars are only driven by our Staff at Customers' own risk and responsibility.



Everything used in making Sunbeam Cars, except raw material and Proprietary Articles,  
is manufactured at the Sunbeam Works.

All Designs, Weights, Measurements, Powers and Quantities must be taken as approximate. Illustrations are given as a general guide, and are not binding as to detail. The right to alter anything in this List without notice is reserved.

# The SILENT SUNBEAM MOTOR CARRIAGES

WITH  
OIL BATH  
CHAIN CASES.

4 Cylinders.

Dustless.  
Does not Skid.



The Silent Sunbeam is most simple to drive and manage. All unnecessary complications have been eliminated, without dispensing with anything essential to efficiency.

The governing factor when designing the Car has been **SIMPLICITY.**

## RECORDS.

1907, August—Record non-stop run from end to end of Ireland and back again.

1907, June—Scottish Reliability Trials—Full marks for reliability and lowest petrol consumption.

1907, May—Irish Reliability Trials—Full marks for reliability and lowest petrol consumption.

1906, July—Ascent of Bealloch Hill—Record beaten by  $3\frac{1}{2}$  minutes.

1906, June—Absolute non-stop run from John O'Groats to Land's End and back again, 1756 miles.

1906, June—Scottish Reliability Trials—Full marks for reliability.

1905, June—Record non-stop run from John O'Groats to Land's End.

1904, May—Full marks non-stop run Glasgow to London.

1903, May— „ „ „ „ „ „ „

1903, May—Silver Medal for Oil Bath Chain Cases 1,000 Miles Trials.



"I am not sure whether the public is quite aware what a really sensible and efficient Motor Car the Sunbeam is. It was a revelation to me."

*Major Matson in "The World."*

SUNBEAM  
MOTOR CAR COMPANY LTD  
WOLVERHAMPTON

## STANDARD SUNBEAM CAR

			20 h.p.			35 h.p.		
			£	s.	d.	£	s.	d.
Price of Car as shown—Standard Car	...	...	530	0	0	...	675	0 0
Side and Tail Lamps extra	...	...	3	13	6	...	3	13 6
2 Head Lights extra	...	...	13	10	0	...	13	10 0
Horn and Extension extra...	...	...	1	16	0	...	1	16 0
Total cost of Car complete, ready for the road			<u>£548</u>	<u>19</u>	<u>6</u>	...	<u>£693</u>	<u>19 6</u>

STANDARD SUNBEAM CAR.  
LAMPS AND OTHER ACCESSORIES, EXTRA.



## SPECIFICATION.

20 h.p., 4 Cylinders,  $105\frac{m}{m} \times 130\frac{m}{m}$ .

35 h.p., 4 Cylinders,  $120\frac{m}{m} \times 140\frac{m}{m}$ .

**MOTORS.**—Vertical Cylinders. Normal speed 800 revs. Each cylinder is cast separately.

The Motor can be set to give any speed from 200 revolutions per minute to upwards of 1,000 (the normal revolutions per minute being 800) by this means speeds from 8 to more than 50 miles per hour are obtained on ordinary roads without changing from the high gear. The Motor is most economical in the consumption of fuel, and if properly driven, 18 miles on average roads only require one gallon of petrol with the 20 h.p. Car, and 14 miles per gallon with 35 h.p. Car.

**THE CONNECTING RODS** are of H section forged steel with white metal bearings.

**THE CRANK SHAFT** is forged from specially prepared steel and runs in five white metal bearings.



**THE INLET AND EXHAUST VALVES** are all on one side of the Engine, thereby reducing the number of "pockets" in the combustion chambers and securing the full effect of each impulse.

**THE CAM SHAFT** and rollers are protected by being placed inside the crank chamber, and are perfectly lubricated by the oil splash.

The gear wheels operating the cam shaft run with absolute silence in an enclosed case at the front of the engine.


**THE SPARKING PLUGS** are placed in the top of each cylinder.

**THE CRANK CHAMBER**, lower half, can be removed without dismantling any other part, thus giving full access to the crank and connecting rods.

**COOLING OF THE MOTOR** is on the thermo syphon system, which we have used for years with most satisfactory results, moreover with this system there are no moving parts, which may go wrong.



## STANDARD SUNBEAM CAR WITH WIND SCREEN, AND CAPE HOOD.



	20 h.p.				35 h.p.		
	£	s.	d.		£	s.	d.
Price of Car as shown—Standard Car	...	530	0 0	...	675	0 0	
Wind Screen extra	...	5	0 0	...	5	0 0	
Cape Hood extra	...	25	0 0	...	25	0 0	
Side and Tail Lamps extra	...	3	13 6	...	3	13 6	
Horn and Extension extra	...	1	16 0	...	1	16 0	
Total cost of Car complete, ready for the road...	£565	9	6	...	710	9	6

STANDARD TOURING CAR.  
HOOD, SCREEN, HORN AND LAMPS, EXTRA.



**THE INLET AND EXHAUST VALVES** are all on one side of the Engine, thereby reducing the number of "pockets" in the combustion chambers and securing the full effect of each impulse.

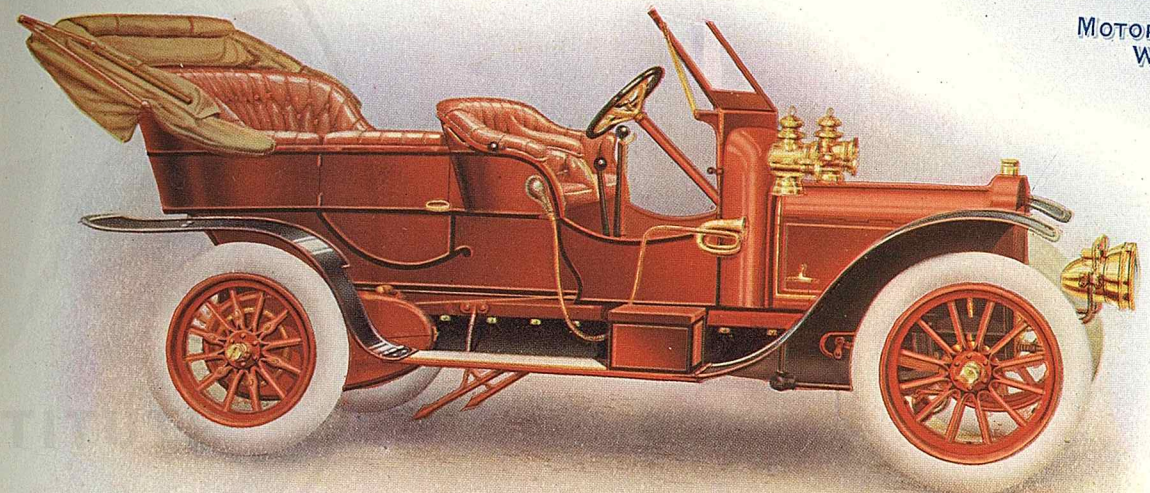
**THE CAM SHAFT** and rollers are perfectly protected and placed in the crank chamber, and are perfectly lubricated by the oil splash.

The gear wheels operating the cam shaft run with absolute silence in an enclosed case at the front of the engine.

**THE SPARKING PLUGS** are placed in the top of each cylinder.

**THE CRANK CHAMBER**, lower half can be removed without dismantling the side and tail lamps extra.

**COOLING OF THE MOTOR** is on the thermo syphon system, which we have used for years with most satisfactory results, moreover with this system there are no moving parts, which may go wrong.



**SUNBEAM**  
MOTOR CAR COMPANY LTD  
WOLVERHAMPTON.

STANDARD TOURING CAR.  
HOOD, SCREEN, HORN AND LAMPS, EXTRA.



**THE RADIATOR** is a genuine Honeycomb type of English make.

**THE FAN** behind the radiator runs on ball bearings and is driven by a flat raw hide belt. The belt can be tightened if required by unscrewing one nut in front of the radiator.

**THE CARBURETTOR.**—Considerable trouble often arises from mechanically automatic carburettors, involving the use of moving parts, such as diaphragms, springs, &c., and when it is remembered that at the best they only vary the proportion of the explosive mixture within very narrow limits, it is obvious that while their advantages are small and doubtful, their disadvantages are very real and annoying.

The Sunbeam Carburettor is of the simplest construction and its efficiency is proved by the fact that one gallon of petrol will run the 20 h.p. Car 18 miles on give and take roads. The throttle is an integral part of the Carburettor, and is so arranged that the supply of air is varied with the throttle opening in accordance with the demands of the engine.

**THE IGNITION.**—Two separate systems are fitted: Magneto; Simms—Bosch Arc Light High-tension, and the ordinary High-tension with coil and distributor.



**THE STEERING** is non-reversible, the Car is thus prevented from swerving if obstacles are run into, or when travelling on bad roads. The joints are leather capped to keep out dust and grit, and so prevent wear. All the joints and connections are hardened steel.

**THE LUBRICATION** is entirely automatic, on the pressure principle, the oil being forced from a reservoir on the chassis to a sight feed oiler on the dashboard, within reach and sight of the driver, enabling him to easily verify the working. Each crank chamber is lubricated from a separate drip feed, and another one leads to the main bearings of the gear box.

**THE GEAR BOX** was designed for the 1906 Season, and the improvements incorporated therein have proved their efficiency by giving entire satisfaction throughout two seasons. It is fixed to the chassis at three points, thus avoiding any cross strains. As the box and sprocket bearings are built in one complete piece, it is impossible for the countershaft to become out of line. The box is made in two halves, with a large inspection plate on the top, AND IS OIL-TIGHT.

The Gear Wheels are machine cut from special steel, and are carefully hardened. They are larger, and consequently proportionately stronger than those previously used.



## STANDARD SUNBEAM CAR WITH CAPE HOOD, WIND SCREEN, &c.

	20 h.p.				35 h.p.		
	£	s.	d.		£	s.	d.
Price of Car as shown	530	0	0	...	675	0	0
Cape Hood extra	25	0	0	...	25	0	0
Wind Screen extra	5	0	0	...	5	0	0
Head and Tail Lamps extra	3	13	6	...	3	13	6
2 Head Lamps extra	13	10	0	...	13	10	0
Horn and extension extra	1	16	0	...	1	16	0
Spare Plain Outer Cover extra	8	18	0	...	8	18	0
Clips for do. extra	1	5	0	...	1	5	0
Total cost of Car complete, ready for the road	<u>£589</u>	<u>2</u>	<u>6</u>	...	<u>£734</u>	<u>2</u>	<u>6</u>

STANDARD TOURING CAR.  
LAMPS, HOOD, SPARE WHEEL, ETC., EXTRA.



**THE STEERING** is non-reversible, the Car is thus prevented from swerving if obstacles are run into, or when travelling on bad roads. The joints are leather capped to keep out dust and grit, and so prevent wear. All the joints and connections are hardened steel.

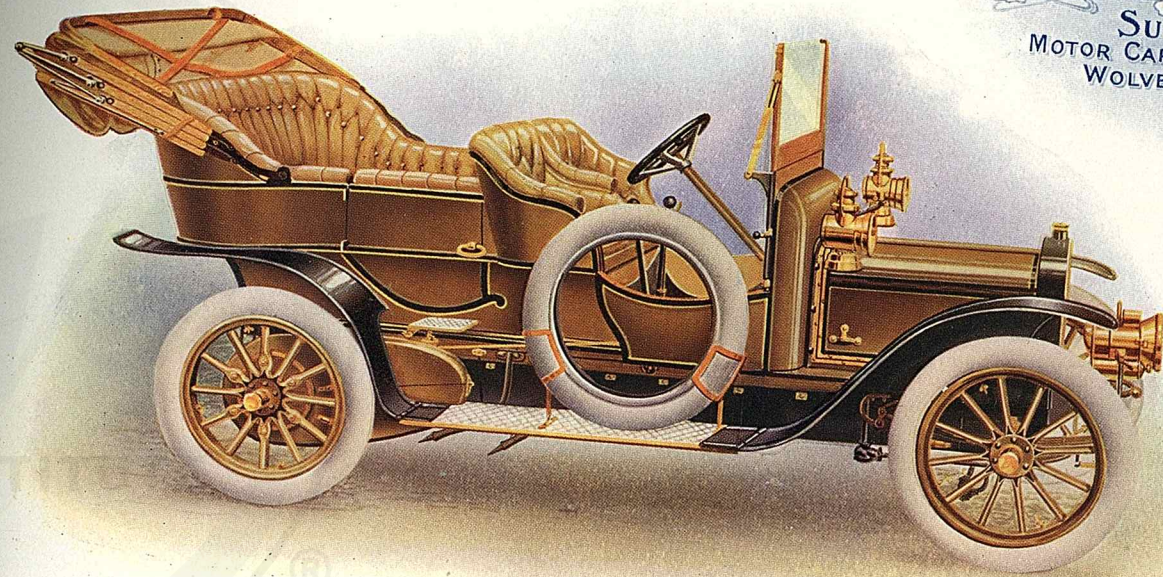
**THE LUBRICATION** is entirely automatic, on the pressure principle, the oil being forced from a reservoir on the chassis to a sight feed oiler on the dashboard, within reach and sight of the driver, enabling him to easily vary the working. Each crank chamber is lubricated from a separate drip feed, and another one leads to the main bearings of the gear box.

**THE GEAR BOX** was designed for the 1906 Season, and the improvements incorporated therein have proved their efficiency by giving entire satisfaction throughout two seasons. It is fixed to the chassis at three points, thus avoiding any cross strains. As the box is not attached to the bearings are built in one complete piece, it is impossible for the countershaft to become loose. The box is made in two halves, with a large inspection plate on the top, and is OIL-TIGHT.

The Gear Wheels are machine cut from special steel, and are carefully hardened. They are larger, and consequently proportionately stronger than those previously used.

## STANDARD SUNBEAM CAR WITH CAPE HOOD, WIND SCREEN, &c.

Price of Car as shown	£230 0 0	...
Cape Hood extra	25 0 0	...
Wind Screen extra	2 0 0	...
Head and Tail Lamps extra	3 13 6	...
2 Head Lamps extra	13 10 0	...
Horn and extension extra	1 16 0	...
Spare Plain Outer Cover extra	8 18 0	...
Clips for	1 5 0	...
Total cost of Car complete, ready for the road	<u>£288 2 6</u>	...
	<u>£234 2 6</u>	...



**SUNBEAM**  
MOTOR CAR COMPANY LTD  
WOLVERHAMPTON.

STANDARD TOURING CAR.  
LAMPS, HOOD, SPARE WHEEL, ETC., EXTRA.



There are four forward speeds, and one reverse, all being operated by one lever. The direct drive is on the fourth speed, and is absolutely silent. The changing from one speed to another can be done with the greatest ease, and without "Scrubbing." A safety device is employed to prevent the reverse being used when the Car is moving forward. When not in use the reverse pinion is out of mesh, and stationary.

For lasting wear, and easy working, long bearings and ball thrusts behind the bevel wheels are used.

With our Gate system of gear changing, it is impossible to "miss a change" even when driving at night.

To preserve the alignment of the clutch, the rear end of the clutch shaft is carried on a ball bearing supported by a pressed steel cross member.

To ensure the chains running silently, large machine cut driving sprockets are fitted.

**THE CLUTCH** is leather faced, and is self-contained, by which means end thrusts at the back of the gear box are avoided. It is constructed to prevent any shock when starting the Car, and is fitted with a simple arrangement for adjusting the tension of the clutch spring.



The main shaft can be disconnected at the universal joint, thus enabling the clutch to be removed without disturbing either the engine or gear box.

**CHAIN DRIVE** is admitted to be the best form of transmission for powerful Cars, but the chains suffer terribly when exposed, owing to the grinding action of dust, mud and grit, and the difficulty of lubricating.

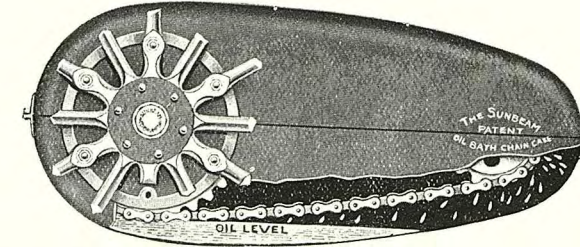
On Sunbeam Cars the chains are enclosed in our Patent Oil Bath Cases, and we claim the following advantages as compared to the "exposed" chains.

Perfect lubrication to chains and sprockets, making them run with absolute silence.

No grinding or wearing. Life of chains prolonged indefinitely. No dirt or wet can reach the chains. Cars with chain cases can be washed with a hose pipe. Trouble of cleaning chains is removed.

On our latest model Car we have greatly improved the cases, with the result that they are perfectly silent, and oil-tight, and they can be easily removed by unscrewing four pins

We are the pioneers of Oil Bath lubrication for Motor Cars, and were awarded a special Medal for our Patent Oil Bath Cases in the 1,000 miles trials, in 1903.



SECTION OF OIL BATH CHAIN CASE, SHEWING CHAIN LICKING UP THE OIL.  
UNSCREW FOUR PINS AND THE CHAIN CASE CAN BE REMOVED.

"The only thorough method of Chain Lubrication."—*The Autocar*, November 4th, 1905.



The Sunbeam was the first Car to be fitted with satisfactory Oil Bath Chain Cases and the value of the invention is proved by the fact that well-known British and Foreign Makers are imitating them.

**SPRINGS.**—The front springs are of the usual semi-elliptic type, of ample length. The rear springs are double, the top members being carried by strong brackets which are incorporated with the frame. This construction gives the utmost luxury in riding over bumpy roads. To prevent the body from swaying sideways whilst turning corners, brackets carrying guide rollers are fixed to the rear axle, the rollers bearing against suitably placed guide plates on the chassis. To this device the Silent Sunbeam owes its remarkable immunity from "Side-slip," which has repeatedly called forth comment in the technical press.

Mr. WILFRED GROOM, Hon. Secretary to the Herefordshire Automobile Club, wrote in 1906:—

"I defy anyone to produce a more Silent Car than yours, as absolutely no noise of any description can be detected when sitting in the tonneau, and all that could be heard when the Car passed within ten yards was the swish of the tyres in the mud. Another thing which struck me as being wonderful was the **Absence of Skidding.**"

THE MOTOR WORLD wrote on June 29th, 1907:—

"A feature that struck us during the run was the complete **Absence of Skidding**, even at the most greasy corners. This must be accounted for by the proper design of the Car."



## STANDARD SUNBEAM CHASSIS.

Price, complete with Oil Bath, Chain Cases,  
Front Wings, Bonnet and Petrol Tank, all  
painted lead colour (rear Wings not  
included) ... ..

20 h.p.  
£480 0 0

35 h.p.  
£620 0 0

**THE AXLES** are of Girder section, and the hubs are of steel with ball bearings.

**THE WHEELS** are Artillery Pattern, all 34-in. diameter.

We give particular attention to our wheels and have a separate department for this work only.

**THE TYRES** are Pneumatic, Dunlop, Michelin or Continental are fitted as standard. Size, 880 × 120 m/m on all wheels.

**THE PETROL TANK** is placed under the front seats and feeds the Carburettor by pressure. Capacity about 18 gallons.

**THE BODY** is constructed to carry two in front and three at the back. The design is handsome and roomy with side entrances, and has plenty of leg and luggage space. Side doors are fitted to front seats as standard.

A roomy space is placed under the tonneau seat, which is accessible from the back of the Car or from inside.

**THE UPHOLSTERY** is best leather, fully buttoned and rolled over at top, giving a most handsome appearance to the Car. Spring Cushions are supplied with roll in front.



## PRICES.

	£	s.	d.
<b>20 H.P., 4 Cylinder Standard Car</b> , complete with Oil Bath Chain Cases, Side Doors to front seats, and pair of Head-light Brackets ... ..	530	0	0
„ complete with Oil Bath Chain Cases, and double Landaulette body to carry four inside comfortably, with Canopy over front seats, and Wind Screen ... ..	650	0	0
„ complete with Oil Bath Chain Cases and Limousine Body with comfortable accommodation for four inside, and Wind Screen on Dash ... ..	675	0	0
<b>Chassis</b> , complete with Oil Bath Chain Cases, front Wings, Bonnet, Petrol Tank, all painted lead colour, and Tyres (rear Wings not included)... ..	480	0	0
<b>35 H.P., 4 Cylinder Standard Car</b> , complete with Oil Bath Chain Cases, Side Doors to front seats, and pair of Head-light Brackets ... ..	675	0	0
„ complete with Oil Bath Chain Cases and Landaulette Body to carry four inside comfortably, with Canopy over front seats, and Wind Screen ... ..	800	0	0
„ Body with comfortable accommodation for four inside, and Wind Screen on Dash ... ..	825	0	0
<b>Chassis</b> , complete with Oil Bath Chain Cases, Front Wings, Bonnet, Petrol Tank, all painted lead colour, and Tyres (rear Wings not included)... ..	620	0	0

## EXTRAS.

	£	s.	d.	
Cape Hood with Side Curtains (extra strong) fitted ... ..	25	0	0	extra-
Victoria Hood in Waterproof Twill to front or back Seats fitted... ..	20	0	0	„
Extra for fitting Canopy or Hoods to finished Car ... ..	5	0	0	„
Glass Wind Screen, Patent Folding ... ..	10	0	0	„
„ „ Half-Height, hinged... ..	5	0	0	„
Tonneau Covers, Waterproof Twill, fitted ... ..	4	5	0	„
Clips for 1 spare tyre ... ..	1	5	0	„
Clips for 2 spare tyres ... ..	1	12	6	„
Detachable Luggage Carrier, complete with lamp bracket, and number plate, fitted ... ..	2	2	0	„
Special Chassis for large Landaulette or Limousine Bodies 8-ft. 3-in. from Dashboard to end ... ..	10	0	0	„
Stepney Wheel complete with spare Cover and Tube ... ..	16	0	0	„

Lamps and Horns are charged extra, according to type selected



## LIST OF TOOLS SUPPLIED WITH EACH CAR.

- |  |                                   |
|--|-----------------------------------|
| 1 Double-ended Spanner, each $\frac{1}{4}$ " and $\frac{5}{16}$ " ;<br>$\frac{3}{8}$ " and $\frac{1}{2}$ " | 2 Hub Cap, and Axle Nut Spanners. |
| 1 Single-ended Spanner for $\frac{5}{8}$ " nuts.   | 2 Tyre Levers.                    |
| 1 " " " $\frac{3}{4}$ " "  | 1 Pair of Gas Pliers.             |
| 1 Double ended Peg Wrench for Clutch.  | 1 Hammer.                         |
| 1 Single-ended Peg Wrench for Radiator Nuts,<br>and Clutch Lock Nut.                                       | 1 Screw Driver.                   |
| 1 Box Spanner for Sparking Plug.   | 1 Jack.                           |
| 1 " " " Carburettor Jet.   | 1 Oil Can.                        |
| 1 " " " Valve Plugs, and Petrol<br>Tank.   | 1 Tyre Pump.                      |
| 1 Tommy Bar.   | 1 Petrol Funnel.                  |
|  | 1 Garlio Cloth.                   |
|  | 1 Key for Back Door and Tool Box. |
|  | 1 Tin of sundry Bolts and Nuts.   |



STANDARD SUNBEAM CAR

SHOWING CAPE HOOD EXTENDED and WIND SCREEN IN UPRIGHT POSITION.

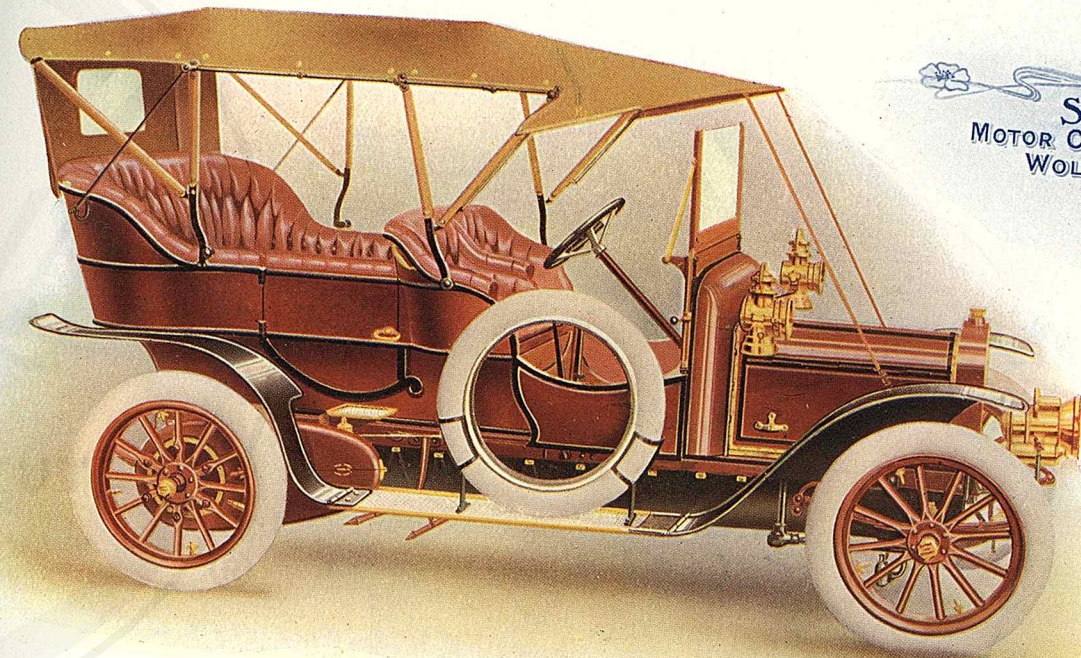
For Prices, etc., see page 20.

STANDARD TOURING CAR.  
LAMPS, HOOD, SPARE WHEEL, ETC., EXTRA



## LIST OF TOOLS SUPPLIED WITH EACH CAR.

- |  |                                   |
|--|-----------------------------------|
| 1 Double-ended Spanner, each $\frac{1}{4}$ " and $\frac{5}{16}$ " ;<br>$\frac{3}{8}$ " and $\frac{1}{2}$ " | 2 Hub Cap, and Axle Nut Spanners. |
| 1 Single-ended Spanner for $\frac{5}{8}$ " nuts.   | 2 Tyre Levers.                    |
| 1 " " " " " "  | 1 Pair of Gas Pliers.             |
| 1 Double-ended Peg Wrench for " "  | 1 Hammer.                         |
| 1 Single-ended Peg Wrench for " "  | 1 Screw Driver.                   |
| 1 Box Spanner for Sparking Plug.   | 1 Oil Can.                        |
| 1 " " " Carburettor Jet.   | 1 Petrol Funnel.                  |
| 1 " " " Valve Plugs, and Petrol  | 1 Garlio Cloth.                   |
| 1 Tommy Bar.   | 1 Key for Back Door and Tool Box. |
|  | 1 Tin of sundry Bolts and Nuts.   |



SUNBEAM  
MOTOR CAR COMPANY LTD  
WOLVERHAMPTON.

STANDARD TOURING CAR.  
LAMPS, HOOD, SPARE



## DIMENSIONS.

								20 h.p.	35 h.p.
Wheel Base	...	...	...	...	...	...	...	9ft. 10in.	10ft. 0in.
„ Gauge	...	...	...	...	...	...	...	4ft. 4in.	4ft. 6in.
Length over all	...	...	...	...	...	...	...	14ft. 0in.	14ft. 6in.
Width...	...	...	...	...	...	...	...	5ft. 6in.	5ft. 8in.
Length from Dashboard to end of Panel	...	...	...	...	...	...	...	7ft. 9in.	7ft. 9in.
Height over Cape Hood folded	...	...	...	...	...	...	...	5ft. 0in.	5ft. 0in.
Height over Cape Hood erected	...	...	...	...	...	...	...	7ft. 6in.	7ft. 6in.
Weight, Standard Model	...	...	...	...	...	...	...	27 cwt.	30 cwt.
Bore and Stroke	...	...	...	...	...	...	...	105 × 130	120 × 140



**DELIVERY.**—Free on Rails at Wolverhampton.

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

**GUARANTEE.**—We give the following guarantee with our Motor Cars instead of the guarantee implied by statute, or otherwise, as to the quality or fitness of such cars for the purpose of motoring, any such implied guarantee being in all cases excluded.

We guarantee, subject to the conditions mentioned below, that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship; but this guarantee is to extend and be in force for twelve months only from the date of purchase, and damages for which we make ourselves responsible under this guarantee are limited to the replacement of any part, which may prove defective. We undertake, subject to the conditions mentioned herein to make good at any time within twelve months, any defects in these respects in our Motor Cars. This guarantee does not apply to defects caused by wear and tear, misuse or neglect.

We guarantee only those machines which are bought either direct from us or from one of our duly authorised Agents, and under no other conditions.

**THE TERM AGENT** is used in a complimentary sense only, and those firms whom we style our Agents are not authorised to advertise, incur any debts, or transact any business whatsoever on our account, other than the sale of goods which they may purchase from us, nor are they authorised to give any warranty or make any representation on our behalf other than those contained in our guarantee.

SUNBEAM  
MOTOR CAR COMPANY LTD  
WOLVERHAMPTON.

## STANDARD SUNBEAM CAR WITH CAPE HOOD AND FULL WIND SCREEN.

	20 h.p.				35 h.p.		
	£	s	d.		£	s	d.
Price of Car as shown—Standard Car...	530	0	0	...	675	0	0
Cape Hood extra ...	25	0	0	...	25	0	0
Full Wind Screen extra ...	10	0	0	...	10	0	0
Stepney Wheel and Tyre extra ...	16	0	0	...	16	0	0
Side and Tail Lamps extra ...	3	13	6	...	3	13	6
Horn and Extension extra ...	1	16	0	...	1	16	0
Two Head Lights extra ...	13	10	0	...	13	10	0
Price of Car complete, ready for the road ...	£599	19	6	...	£744	19	6

STANDARD TOURING SUNBEAM CAR.

LAMPS, HOOD, SPARE WHEEL, ETC., EXTRA.



**DELIVERY.**—Free on Rails at Wolverhampton.

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

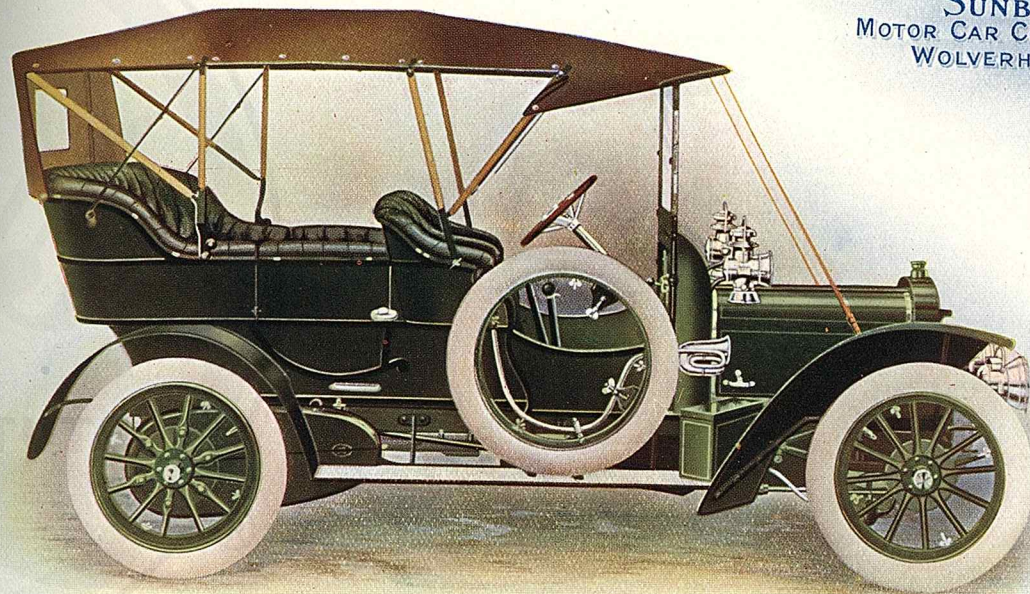
**GUARANTEE.**—We give the following guarantee with our Motor Cars:—The guarantee implied by statute, or otherwise, as to the quality or fitness of such cars for the purpose of motoring, any such implied guarantee being in all cases excluded.

We guarantee, subject to the conditions mentioned below, that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship; but this guarantee is to extend and be in force for twelve months only from the date of purchase, and damages for which we make ourselves responsible under this guarantee are limited to the replacement of any part which may prove defective. We undertake, subject to the conditions mentioned herein to make good at any time within twelve months, any defects in these respects in our Motor Cars. This guarantee does not apply to defects caused by wear and tear, misuse or neglect.

We guarantee only those machines which are bought either direct from us or from one of our duly authorised Agents, and under no other conditions.

**THE TERM AGENT** is used in a complimentary sense only, and those firms whom we so designate are not authorised to advertise, incur any debts, or transact any business whatsoever on our behalf, or the sale of goods which they may purchase from us, nor are they authorised to give any warranty or make any representation on our behalf other than those contained in our printed literature.

**SUNBEAM**  
MOTOR CAR COMPANY LTD  
WOLVERHAMPTON.



STANDARD TOURING SUNBEAM CAR.

LAMPS. HOOD. SPARE WHEEL ETC. EXTRA



A safety catch is also fitted which must be raised for reversing, the object of this is to prevent a driver putting in the reverse when the Car is moving forward.

The lubrication of the engine and gear box is entirely automatic, and of the pressure type.

With our system of controlling the engine, the speed on the high gear can be raised from 8 miles per hour to over 50 miles per hour by only using the control pedal. Thus you seldom have to change gears on ordinary roads, with the result that a little practice makes the Car most easy to drive.

Careful attention has been given to keeping down the weight, while important parts such as the axles, steering gear, and the frame have ample margins of strength to withstand more than the ordinary strains to which the car may be subjected.

The whole of the under part is covered in from the front of engine to the gear box by a sheet steel shield, protecting the motor and working parts from dirt, grit, dust and water.

## STANDARD SUNBEAM CAR WITH VICTORIA HOOD.

This Hood makes a serviceable "covered in" Car.

	20 h.p.			35 h.p.		
	£	s.	d.	£	s.	d.
Price of Car as shown—Standard Car ...	530	0	0	675	0	0
Victoria Hood, Waterproof Twill, extra ...	20	0	0	20	0	0
Wind Screen extra ...	5	0	0	5	0	0
Side and Tail Lamps extra ...	3	13	6	3	13	6
Horn and Extension extra ...	1	16	0	1	16	0
2 Head Lights extra ...	13	10	0	13	10	0
Total cost of Car complete, ready for the road ...	<u>£573</u>	<u>19</u>	<u>6</u>	<u>£718</u>	<u>19</u>	<u>6</u>

TOURING CAR WITH VICTORIA HOOD.  
HOOD, SCREEN, HORN AND LAMPS, EXTRA.





A safety catch is also fitted which must be raised for reversing, the object of this is to prevent a driver putting in the reverse. And the car is designed to be driven forward.

## STANDARD SUNBEAM CAR

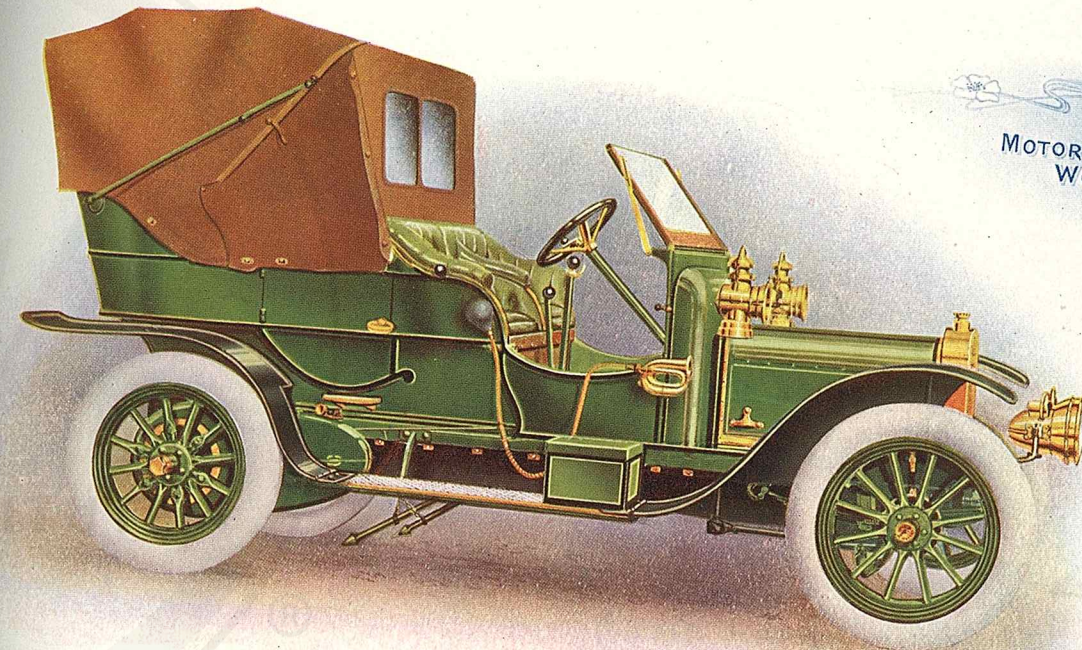
### WITH VICTORIA HOOD

The lubrication of the engine and gear box is entirely automatic, and of the pressure type. This Hood makes a serviceable "covered in" Car.

With our system of controlling the engine, the speed on the high gear can be raised from 8 miles per hour to over 50 miles per hour by only using the control pedal. Thus you seldom have to change gears on ordinary roads, with the result that a little practice makes the car most easy to drive.

Careful attention has been given to keeping down the weight, with a view to making the car as light as possible. The axles, steering gear, and frame have ample margins of strength, and the car is designed to be subjected to the ordinary strains to which the car may be subjected.

The whole of the under part is covered in from the front of engine to the gear box by a sheet steel shield, protecting the motor and working parts from dirt, grit, dust and water.



SUNBEAM  
MOTOR CAR COMPANY LTD  
WOLVERHAMPTON.

TOURING CAR WITH VICTORIA HOOD.  
HOOD, SCREEN, HORN AND LAMPS, EXTRA.



The chains run in our Patent Oil Bath Chain Cases, so they are always efficiently lubricated, and are protected from dirt, dust, and mud. **These Chain Cases were awarded the Silver Medal in the 1,000 miles trials 1903,** and now (1908) many well-known firms are following our lead.

All the parts of our Cars are made to standard sizes, and are interchangeable.

We are pleased to give intending purchasers every opportunity to inspect our Cars at the Works, where they can see the various parts of the Engines and Cars being made. Our special representative will call upon them and give them trial runs on their own roads and in their own district when desired.

Cars packed in cases are forwarded at Purchaser's risk, and we are unable to accept any responsibility for breakages.

If a defective part should be found in any of our Cars it must be sent to us for inspection, carriage paid, and accompanied by an intimation from the sender that he desires to have it repaired free of charge under our guarantee. He must also furnish us at the same time with the number of the Car, the name of the agent from whom he purchased, and the date of the purchase.



Failing compliance with the foregoing conditions no notice will be taken of anything which may arrive; but such articles will lie here at the risk of senders, and the guarantee shall not be enforceable.

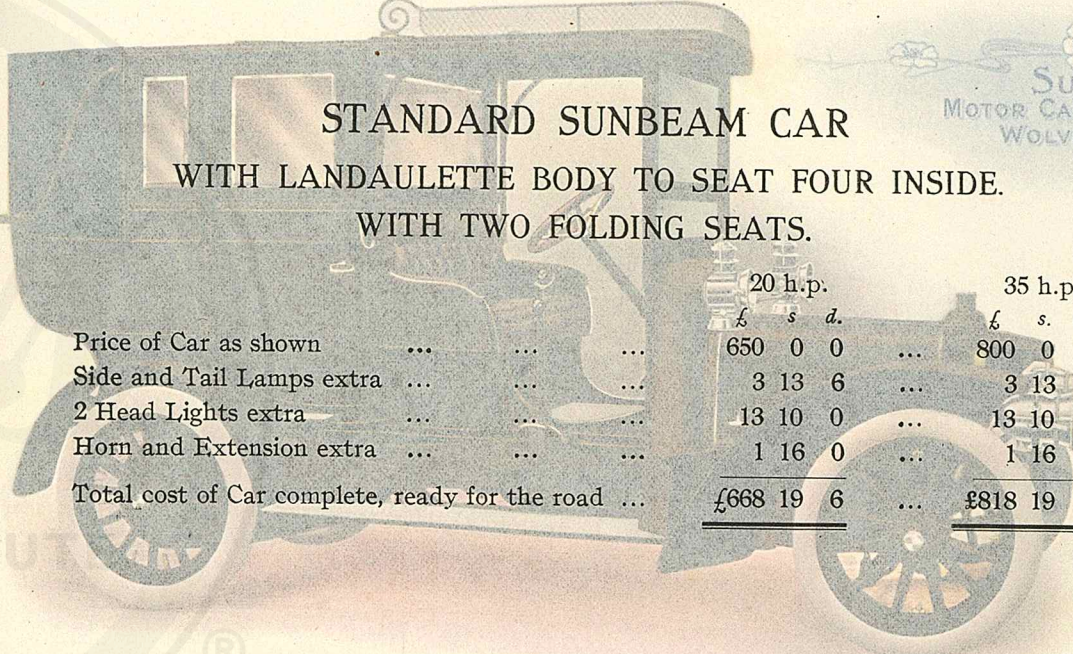
We guarantee only those Cars which are bought either direct from us or from one of our duly authorised Agents.

We do not guarantee the specialities of other firms, such as tyres, chains, lamps, &c., or of any component part supplied to the order of the purchaser differing from our standard specification, supplied with our Motor Cars or otherwise.

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 orders taken by our Representatives are only to be considered definite after an acceptance has been sent by the Firm.



SUNBEAM  
MOTOR CAR COMPANY LTD  
WOLVERHAMPTON.

## STANDARD SUNBEAM CAR

WITH LANDAUETTE BODY TO SEAT FOUR INSIDE.  
WITH TWO FOLDING SEATS.

	20 h.p.			35 h.p.		
	£	s	d.	£	s	d.
Price of Car as shown	650	0	0	800	0	0
Side and Tail Lamps extra	3	13	6	3	13	6
2 Head Lights extra	13	10	0	13	10	0
Horn and Extension extra	1	16	0	1	16	0
Total cost of Car complete, ready for the road	£668	19	6	£818	19	6

STANDARD LANDAUETTE CLOSED.  
LAMPS, ETC., EXTRA.



Failing compliance with the foregoing conditions no notice will be taken of anything which may arrive; but such articles will lie here at the risk of senders, and the guarantee shall not be enforceable.

## STANDARD SUNBEAM CAR

We guarantee only those Cars which are bought direct from one of our duly authorised Agents.

### WITH TWO FOLDING SEATS

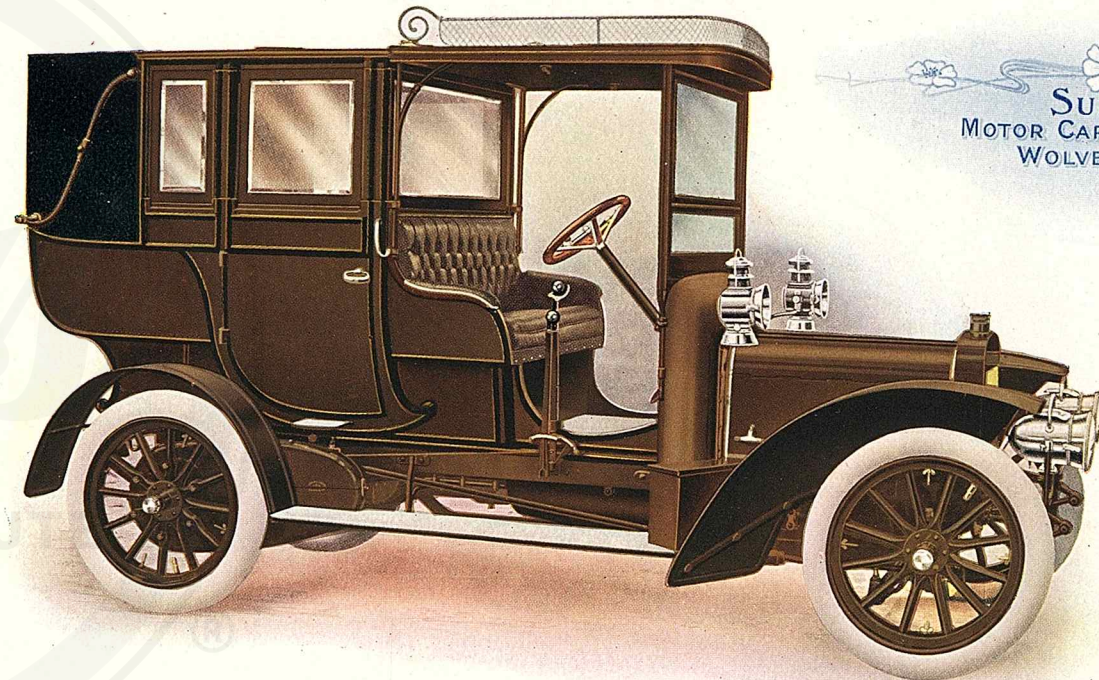
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We use every effort to deliver Cars on the date promised; but we cannot accept any responsibility for delay, although, if this should exceed two months, the order may be cancelled if desired and the deposit refunded.

Price of Car as shown ... 850 0 0  
Side and Tail Lamps extra ... 3 13 6  
2 Head Lamps extra ... 13 10 0  
Horn and Extension extra ... 1 16 0

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 orders taken by our Representatives are only to be considered definite after an acceptance has been sent by the Firm.



SUNBEAM  
MOTOR CAR COMPANY LTD  
WOLVERHAMPTON.

STANDARD LANDAULETTE CLOSED.  
LAMPS, ETC., EXTRA.



**APPEARANCE AND FINISH.**—The Colours, Varnish, Leather, &c., used in finishing our Cars are of the best procurable, and expert labour only is employed, with the result that the finish is the very best, both in appearance and quality.

This opinion has been endorsed by the Press on numerous occasions during the last five years, the following being a few extracts :—

“The finish is very fine.”—*Motor Cycling*.

“That great care and consideration has been given to every detail is evident from even a cursory examination.”—*The Autocar*.

“There is evident attention to detail and good workmanship.”—*The Car*.

**SIMPLICITY.**—All control is centred in one foot pedal, the usual small levers on the wheel being merely for controlling the air supply to carburettor, and advancing the spark.

A booklet of “hints” as to the management of the Car is given to each purchaser of a Sunbeam.



The Scottish Automobile Club.

## The Scottish Reliability Trial for Touring Cars,

25th, 26th, 27th, 28th, and 29th June, 1907.

Class IV.—Vehicles the Selling Price of the Chassis of which, with Tyres, exceeds £400, but does not exceed £500.  
Official No. 14-17.

This is to Certify that the Vehicle entered by Frederic Eastmead  
and described by them as follows: 16-20 hp. Sunbeam Motive Power Petrol;  
Selling Price of Chassis £1100—, Selling Price Complete £550—, Seating Capacity 4, Number of Cylinders 4 Brake  
Horse-Power 20, was of Actual Weight (without Passengers), 25 cwt. 3 qrs. 19 lbs. and of Actual Laden Weight  
(with Passengers), 32 cwt. 0 qrs. 6 lbs. and Carried 4 Passengers, and made a Non-Stop Run.  
The Petrol Consumption over the entire route of 747½ miles was 37 0 Gallons, equal to 20 21 Car Miles per Gallon, 0 50 25  
Gallons per Ton Mile, and 52 14 Ton Miles per Gallon.

The Hill-Climbing Tests were as follow:—

First Day	GLENGROE	Length 5,118 feet	Average gradient 1 in 11.6, varying from 1 in 7 to 1 in 32
Second Day	CAIRN O' MOUNT	Length 10,805 feet	Average gradient 1 in 10, varying from 1 in 5.4 to 1 in 30
Fourth Day	TEINAPFOUR	Length 4,140 feet	Average gradient 1 in 12.9, varying from 1 in 7 to 1 in 35
Fifth Day	LOCH-NA-CRAIG	Length 10,092 feet	Average gradient 1 in 17, varying from 1 in 10 to 1 in 50

### MARKS

	The Four Marks Possibly Won	The Maximum Value obtainable
For Reliability	750	750
For Starting	50	50
For Fuel Consumption	100	100
For Hill Climbing	100	100
Total	1,000	1,000

The Vehicle was fitted with Dunlop Tyres (280 x 120 front 320 x 120 back). The Stops for Tyre Trouble were not  
in number, and occupied — minutes, and in respect that these were less than Sixty Minutes in all involve no penalty.

IN NAME AND BY AUTHORITY OF THE CLUB COMMITTEE.

Harry McKinnon Chairman

John Adam Convener of Trials  
Committee

Rosie S. S. S. Secretary

Signed at Glasgow, this 20th day of August 1907

IRISH AUTOMOBILE CLUB.

## CERTIFICATE.

## THE IRISH RELIABILITY TRIAL FOR TOURING CARS

Vehicle No. 143

22nd, 23rd, 24th, and 25th MAY, 1907.

Class 1

Section 1

Facsimile of Certificate

of

The Irish Reliability Trial  
for Touring Cars.

May, 1907.

This is to Certify that the Vehicle entered by Frederic Eastmead Esq.  
and described by him as being a Sunbeam  
Motive Power Petrol, Stated Horse Power 16-20, Seating Capacity 4, Number of Cylinders 4, Bore 2.5 in, Stroke 1.20 in.  
Selling Price Complete £550, Actual Weight Unladen 2400 lbs., Carried — Passengers, and obtained 1200 Marks  
for Reliability out of a possible maximum of 1,200. Marks were deducted as follows: Nil

The Fuel used was Petrol, Shell's Brand, and the Consumption over the entire route of 514 miles was 23 95 43 Gallons, equal to  
23 72 Car Miles per Gallon, at a cost of 1 50 7 pence per ton mile. The Fuel Consumption Marks obtained were 50 91 out of a possible maximum of 60

In the Hill-Climbing Tests, which took place on Hollywood Hill, County Wicklow, over a distance of 5,193 feet, having an average gradient of 1 in 13.3, varying from 1 in 10 to 1 in 33, the time occupied was 7 10 minutes and 10 10 seconds, and on Conroe Hill, Graignamuragh, County Kilkenny, over a distance of 5,155 feet, having an average gradient of 1 in 14.5, varying from 1 in 10 to 1 in 20.8, the time occupied was 7 10 minutes, 30 10 seconds. The Marks obtained for Hill-Climbing were 34 33 out of a possible maximum of 120

The Vehicle was fitted with Dunlop (Horse) Tyres, 350 x 120 on front wheels, 350 x 120 on back wheels.

By AUTHORITY OF THE CLUB.

H. H. H.  
Secretary



*Irish Automobile Club.*

Facsimile of Certificate  
of  
Irish Non-Stop Run.  
August, 1907.

This is to certify that a 16-20 h. p. Sunbeam car No A 7 III four cylinders bore 95. m. m. stroke 120. m. m. entered and driven by Mr. Frederic Eastmead of the Sunbeam Motor Car Co., Ltd., Wolverhampton has completed a non-stop run of 769  $\frac{1}{4}$  miles, starting from Glenties near Hyge Head in Co. Cork to Ballyvoey close to Fair Head in Co. Antrim, being from end to end of Ireland, and also back again from Ballyvoey to the village of Schull near Hyge Head in Co. Cork. The entire Trial was completed under the observation of this Club.

The Trial commenced on Wednesday the 31st July, 1907 at the hour of 7.58 a.m. and the car arrived at Ballyvoey on the outward journey at 3 a.m. on the 1<sup>st</sup> August, 1907. On the return journey it left Ballyvoey at 3.20 a.m. on the 1<sup>st</sup> August, 1907, and reached Schull at 10.15 p.m. on the same date, the

Facsimile of Certificate  
of  
Irish Non-Stop Run.

*Continued.*

total time being 38. hours 45. minutes. Of that time, 4 hours 9 minutes were occupied in meals and in replenishing and lubricating, 49 minutes in re-having the tyre on the off driving wheel which on three occasions required attention, and also in fitting new security bolts. The engine never stopped from the commencement to the finish of the Trial and no repair or adjustment of any kind took place during the whole period, the only stops on the road being for the purposes mentioned. The car carried, in addition to the driver and Observer one extra passenger throughout the Trial. Due regard was paid by Mr. Eastmead to the legal limit of speed, and every attention was paid by him to the rule of the road and every traffic regulation.

Dated this 28<sup>th</sup> day of August, 1907.

34 Dawson Street  
Dublin.

*H. Chaytor*  
Secretary.



## A FEW TESTIMONIALS.

*Extract from Letter received from Messrs. Ashworth, Taylor & Co. Calcutta.*

7, COUNCIL HOUSE STREET,  
CALCUTTA,

April 11th, 1907.

Dear Sirs,

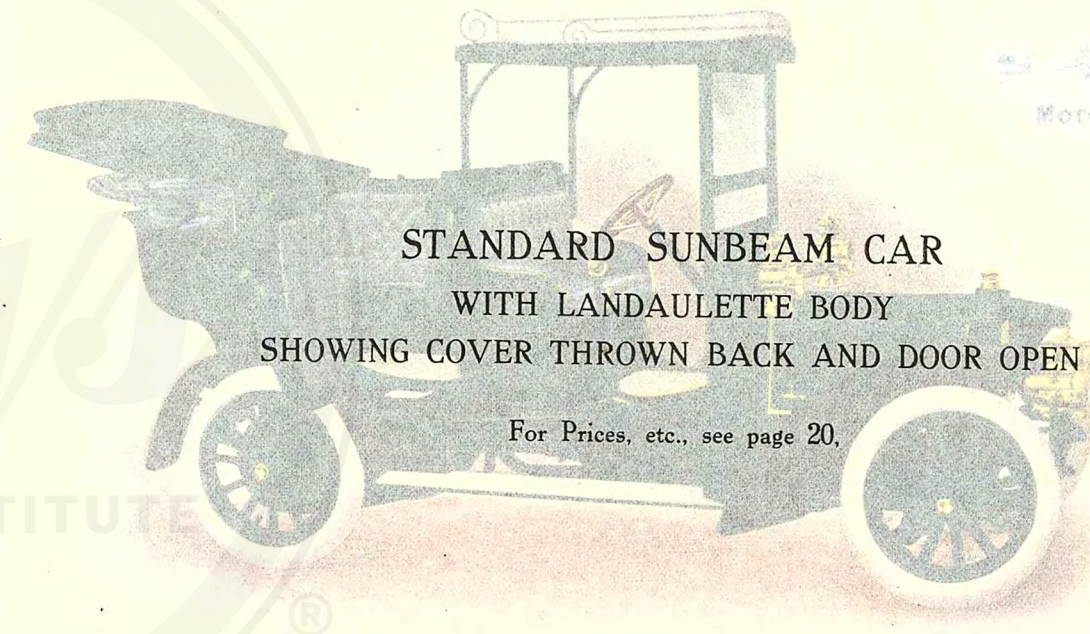
**"Your Cars** sold in Calcutta have given every satisfaction.

The Maharajah of Nebha has expressed his complete satisfaction with the Landaulette, and Mr. Briggs, who bought the Car with the Cape Hood, states that this Sunbeam is the eighth Car he has had; but it is really the only Car, having given him absolutely no trouble, and no involuntary stops. The third Car is at present at Rawalpindi. We chose it specially as this district is very hilly, and we feel sure the Car will do well.

We are, dear Sirs,

Yours faithfully,

ASHWORTH, TAYLOR & Co.



STANDARD SUNBEAM CAR  
WITH LANDAULETTE BODY  
SHOWING COVER THROWN BACK AND DOOR OPEN

For Prices, etc., see page 20.

STANDARD LANDAULETTE. OPEN.  
LAMPS. ETC., EXTRA.



*Copy of Letter received from The Rev. H. B. Wolryche, Whitmore Alton, Hants.*

THEDDEN GRANGE,  
ALTON, HANTS.

September 24th, 1907.

Dear MR. CURETON.

Now that I have had my Car for fifteen months, I think it time to write you my opinion of it. I have travelled some 9000-10000 miles in it, and it has never stopped by the way. I had the oil out of the gear box the other day, and the gears are absolutely as new. The chains are also perfect in every respect. I am still averaging over twenty miles to the gallon, and the Car is as silent as she ever was. In fact, I have not one single complaint to make as to your work.

I fancy you may have orders from people round here before long, as every one admires the Car.

With kind regards,

H. B. WOLRYCHE WHITMORE.



Copy of Letter received from Messrs. R. Humm & Co. Motor Engineers, Plymouth.

THE SUNBEAM MOTOR CAR CO. LTD.,  
WOLVERHAMPTON.

PLYMOUTH,

September 21st, 1907.

Dear Sirs,

Our season is now fast drawing to a close, and it may not be out of place to thank you for the fair way you have treated us during the past four years we have been running Sunbeams.

With the help of Mr. Dignasse we have been successful in supplying eleven Sunbeams, and we are hoping to take another to make twelve before the month is out.

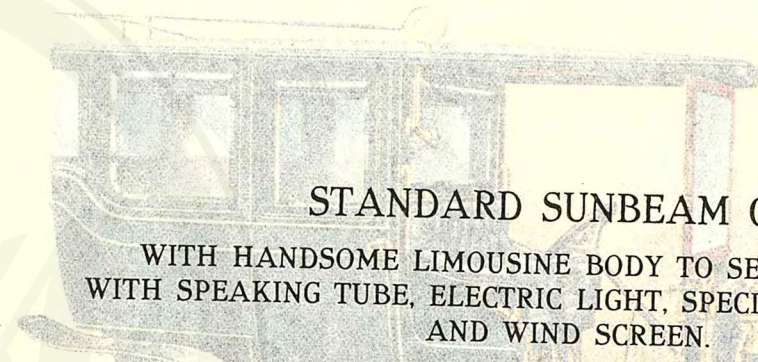
During the season we have supplied several other makes of Cars; but after careful consideration we have come to the conclusion to deal in nothing but Sunbeams for next year; as we have little, or no repairs to do to these Cars.

It might interest you to know that we have just sold a 1906 Sunbeam which has now run close on thirty-five thousand miles without being overhauled, and is running as good to-day as when it left the works. It is a pleasure to handle such Cars as The Sunbeam Company turn out, and we trust you have had a most successful season, which we are sure you deserve.

We are, dear Sirs,

Yours faithfully,

HUMM & Co.



## STANDARD SUNBEAM CAR.

WITH HANDSOME LIMOUSINE BODY TO SEAT FOUR INSIDE.  
WITH SPEAKING TUBE, ELECTRIC LIGHT, SPECIAL INSIDE FITTINGS  
AND WIND SCREEN.

	20 h.p.	35 h.p.
	£ s d	£ s d
Price of Car as shown	675 0 0	825 0 0
Side and Tail Lamps extra	3 13 6	3 13 6
Horn and Extension extra	1 16 0	1 16 0
2 Head Lights extra	13 10 0	13 10 0
Total cost of Car complete, ready for the road	£693 19 6	£843 19 6

STANDARD LIMOUSINE.  
SPEAKING TUBE, ELECTRIC LIGHT, SPECIAL INSIDE FITTINGS, WIND SCREEN, EXTRA.



Copy of Letter received from Messrs. R. Humm & Co. Motor Engineers, Plymouth.

THE SUNBEAM MOTOR CAR CO. LTD.,  
WOLVERHAMPTON.

PLYMOUTH,

September 21st, 1907.

Dear Sirs,

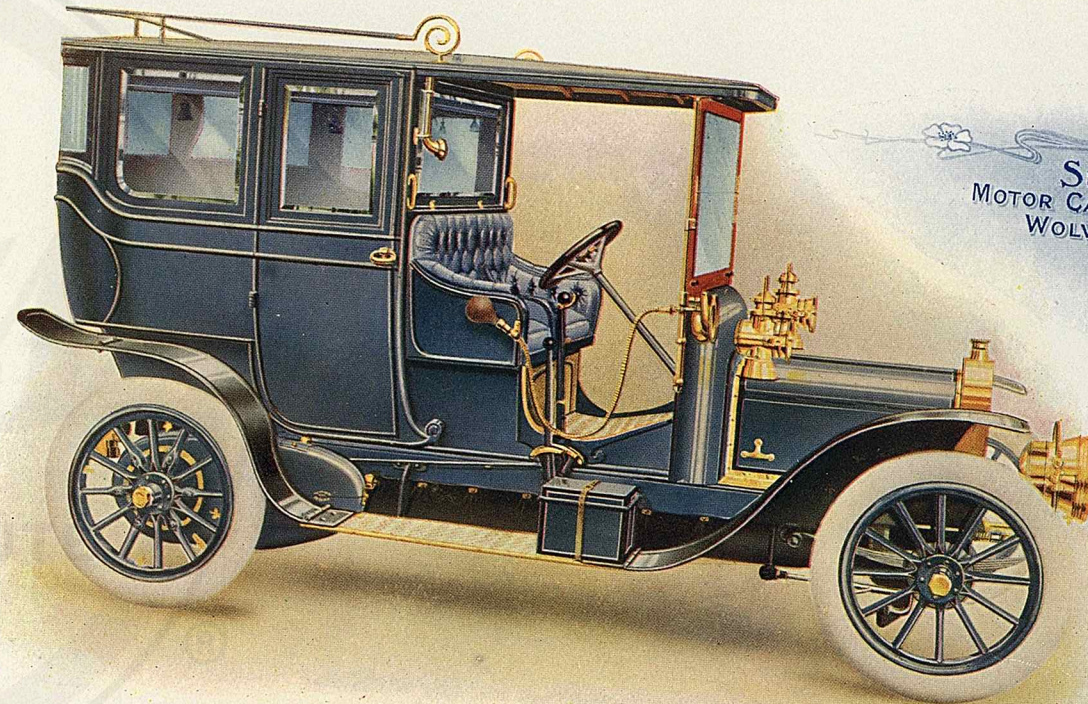
STANDARD SUNBEAM CAR.

Our season is now fast drawing to a close, and it may be said that you have treated us very well. We have been running Sunbeams for the fair way with speaking tube, electric light, special inside fittings, and wind screen. With the exception of having been successful in supplying eleven Sunbeams, and we are hoping to take another to make twelve before the month.

During the season we have supplied several other makes of Cars; but after careful consideration we have come to the conclusion to deal in nothing but Sunbeams for next year; as we have little, or no repairs to do to these Cars.

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Price of Car as shown  
Side and Tail Lamps extra  
Horn and Extension extra  
2 Head Lights extra  
Total cost of Car complete, ready for the road  
Yours faithfully,  
R. HUMM & Co.



SUNBEAM  
MOTOR CAR COMPANY LTD  
WOLVERHAMPTON.

STANDARD LIMOUSINE.  
LAMPS, ETC., EXTRA.



*Copy of Letter received from A. H. Pettigrew, Glasgow, W.*

3, CLARENCE TERRACE,  
GLASGOW, W.

Dear Sirs,

We have just returned from a thousand mile tour on the 16-20 "Sunbeam" Car I bought from you in March last.

We have had so much pleasure and satisfaction with it that I feel bound to let you know it.

We travelled five times across Scotland north of Inverness, over roads of an almost impassable description, and we had absolutely no trouble whatever.

We have done in these four or five months over 4000 miles in all; my son has driven it all the time. It seems to have required not more than a few minutes attention from time to time, and it has never failed us for a single moment.

The mechanism seems to be in as good condition to-day as when we received it, and its smooth and silent running and general comfort are remarked upon by all.

I am,

Faithfully yours,

ANDREW H. PETTIGREW.



*Copy of Letter received from G. E. Wilson, Esq., Kidderminster.*

PARK HALL,  
KIDDERMINSTER,

October 18th, 1907.

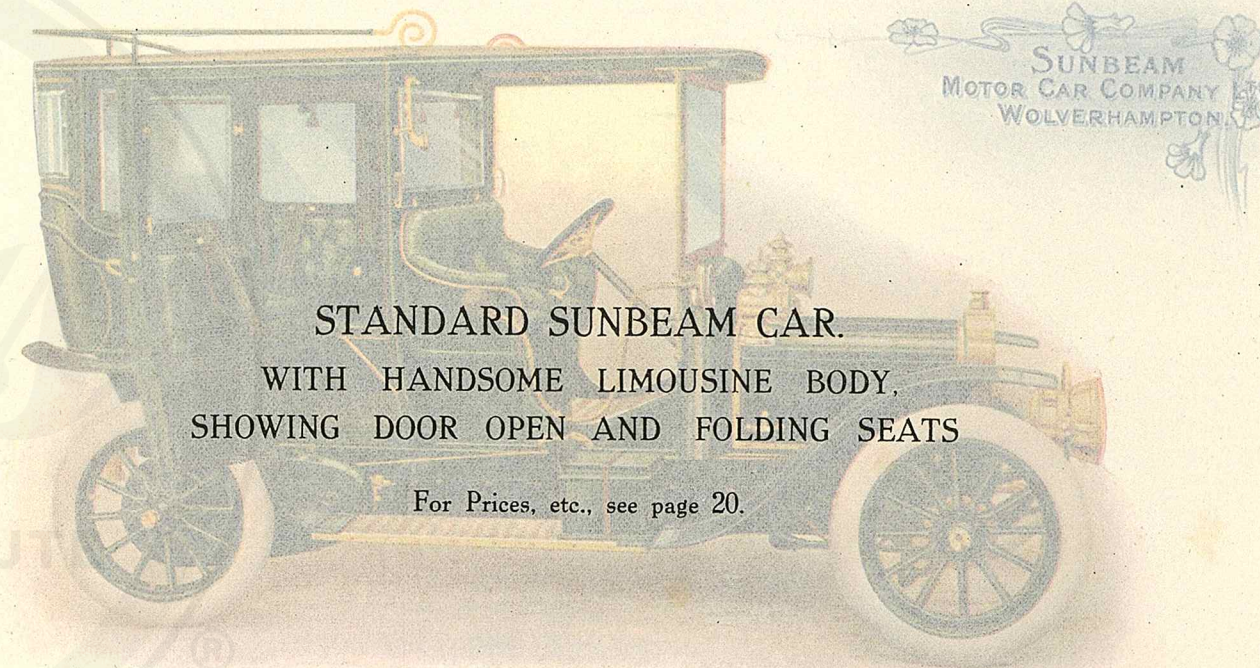
MESSRS. BIRMINGHAM MOTOR CAR CO.

Dear Sirs,

In reply to yours of yesterday. My two years' experience of the 16-20 Sunbeam Car which I bought through you has been thoroughly satisfactory. I have found the car very reliable and easy to drive. It might have a more flexible Carburettor with advantage. I believe the Sunbeam Co. realize this fact and are making considerable alterations in their 1908 pattern.

Yours truly,

G. E. WILSON.



STANDARD SUNBEAM CAR.  
WITH HANDSOME LIMOUSINE BODY,  
SHOWING DOOR OPEN AND FOLDING SEATS

For Prices, etc., see page 20.

STANDARD LIMOUSINE.  
LAMPS, ETC., EXTRA.



Copy of Letter received from G. E. Wilson, Esq., Kidderminster.

PARK HALL,  
KIDDERMINSTER,

October 18th, 1907.

MESSRS. BIRMINGHAM MOTOR CAR CO.

STANDARD SUNBEAM CAR.

Dear Sirs,

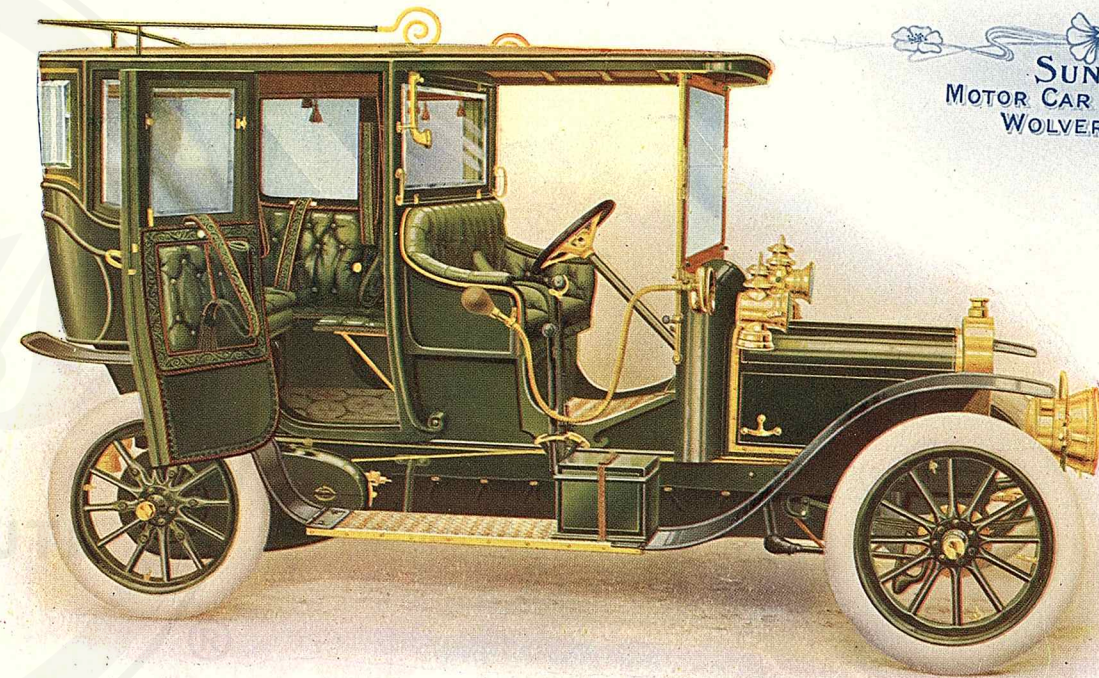
WITH HANDSOME LIMOUSINE BODY,

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For Prices, etc., see page 20.

Yours truly,

G. E. WILSON.



SUNBEAM  
MOTOR CAR COMPANY LTD  
WOLVERHAMPTON.

STANDARD LIMOUSINE.  
LAMPS, ETC., EXTRA.



*Copy of Letter received from Dr. Wallace, Liverpool.*

1, GAMBIER TERRACE,  
LIVERPOOL,

October 18th, 1907.

MESSRS. BIRMINGHAM MOTOR CAR CO.

Dear Sirs,

You ask me what I think of the Sunbeam Car I obtained from you last March. I can only say I have been thoroughly satisfied with the car in practically every particular. I start the engine in the morning and it runs until I stop it at night; nothing seems to go wrong, and I feel that I can absolutely rely on my car. It seems a ridiculous thing to say, but the exhaust valves have not required grinding since the car was delivered, a total of 6000 miles having been accomplished since that time. I only mention this as a sample of the excellence of the material and workmanship of the Sunbeam Car—the same remark might be applied to all other parts.

In conclusion, I must again express my sense of the courtesy and attention shown me at all times by yourselves and by the Sunbeam Co.

Yours faithfully,

(SIGNED).

## EXTRACTS FROM PRESS NOTICES.

*Extract from the "Manchester Guardian," February 23rd, 1907.*

"The chain-drive difficulty is solved by the makers of the Sunbeam Cars, in the best possible way. In their cars the chains are quite enclosed and run in an oil bath, which ensures thorough lubrication, protects the chain from dirt, makes the car unusually silent, and avoids the whirring noise that has been the greatest objection to chain-driving."

*Extract from the "Motor World," July 6th, 1907.—Re Scotch and Irish Trials.*

"Mr. Frederic Fastmead made his usual Non-stop run with his 16-20 H.P. Sunbeam — — — and he arrived back at Glasgow with the satisfaction of having added one more to his long list of absolute non-stops."

*Extract from the "Irish Times," August, 1907.*

"The Silent Sunbeam—the embodiment of ease and comfort."

*Extract from the "Manchester Guardian," July 5th, 1907*

"I regard the "Sunbeam" as one of the best English chain driven cars extant."

*Extract from the "Autocar," June 1st, 1907.*

"This car is as perfectly sprung as any we have ever driven in; that is to say, it is a perfectly appointed touring car."



*Extract from the "Motor News."*

"I believe that the flexibility of the chain drive, and the fact that it relieves axle and tyres of the dead weight inseparable from the live axles as generally designed, is a sufficient argument for the revival of chain transmission if the chains are effectively enclosed and lubricated, as in the Sunbeam practice. No one who has ridden in one of these Cars will be found to say that the live axle was a more flexible or comfortable method of transmitting the power to the road wheels."—*R. T. Macredy.*

*Extract from "Manchester Guardian,"*

"All Sunbeams are fitted with chain oil bath, and their running is unexcelled for smoothness."

*Extract from "The Times," August 1st, 1907,*

"The 16-20 Sunbeam, (a beautiful car less known than it deserves)."

*Extract from "The Motor World."*

"Throughout the day the Sunbeam ran as usual, with a regularity that was almost monotonous."

*Extract from the "Motor News."*

"The Sunbeam is a car which seems to have a distinct disinclination to stop. It followed up its Irish non-stop record by securing a similar performance in the Scottish Trials."

*Extract from the "Badmington Magazine," September, 1907.*

"Another very fine car indeed, and of which I have the very highest opinion, especially as it is sold at the moderate price of £530 for a 20-h.p., is the "Sunbeam," made at Wolverhampton.

After these Isle of Man races were finished, I started off with a gentleman who owns one of these cars, to go all over the course of the Scottish Trials. This consisted of crossing the Grampians four times, in the course of which we scaled some of the most mountainous roads which could possibly be found in Great Britain, and altogether we ran exactly 1,000 miles in seven days, in rain most of the time, and the highways were many of them mere cart tracks, being also in a very bad state; and yet we never had an involuntary stop of any sort, nor, indeed, did we ever raise the bonnet of the engine, even to look at it. I call the "Sunbeam" "the common sense car;" it is driven by chains, but the chains run in a casing which contains oil, so that the drive itself is quite as "sweet" as that of any live axle.

The countershaft brake of this car also runs in oil in the gear-box, which is certainly the proper place for it, and the whole gear-box itself is enclosed, there being no rods or shafts sticking out of it as in the case of many other makes. As far as speed goes, the "Phantom," as this particular car is nick-named, can on occasions "put up" forty miles an hour easily, which is enough for anybody. We had the wheels of this motor car fitted with Dunlop tyres having the large section of 120 mm., which perhaps accounts for the fact that we did not have a puncture for all the 1,000 miles of our trip; the same tyres, moreover, had run throughout the Irish Reliability Trials, which had just been previously held."



