

Telegrams:—"MOORFIELD, WOLVERHAMPTON."

National Telephone 449.

1,000 Miles Trials. Six Non-Stop runs out of eight,
no mechanical troubles.

Glasgow to London Non-Stop Trials, May, 1903.
Two Cars awarded Highest Marks.

London to Oxford, Nov. 1902, NON-STOP DIPLOMA.

The Sunbeam Motor Car,

12 Horse Power.

4 Cylinders (Governed.)

Automatic Forced Feed Lubrication.

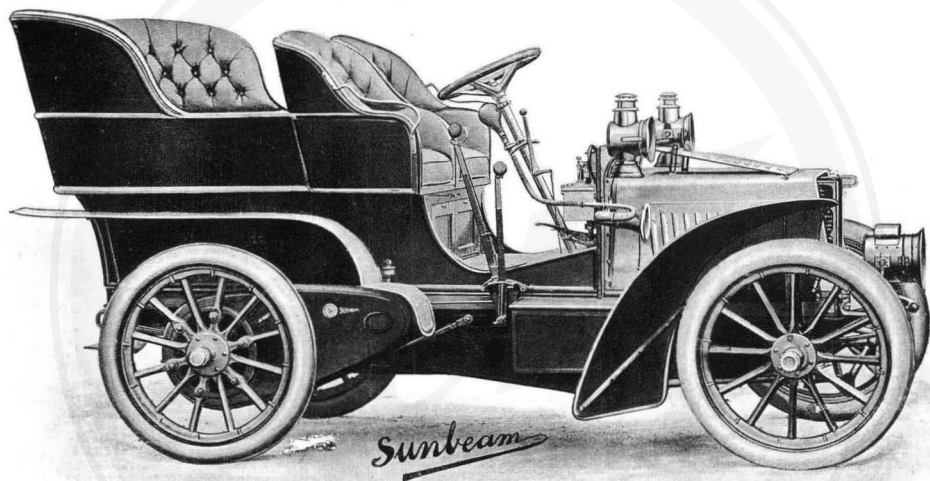
Oil Bath Chain Cases.

John Marston Limited,

Moorfield Motor Works,

Blakenhall, Wolverhampton.

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



Lamps and Horns are charged extra.

Introduction._____

IN presenting this Car to the public, we particularly desire to announce that only the best material and workmanship are used, and the most careful attention is paid to every detail of construction and finish.

Sunbeam Cars possess all the advantages of the most expensive motor vehicles, and the price is moderate for a reliable Car with efficient engine power.

The management is simple, and can be easily understood by anyone prepared to devote a little time and attention to the details.

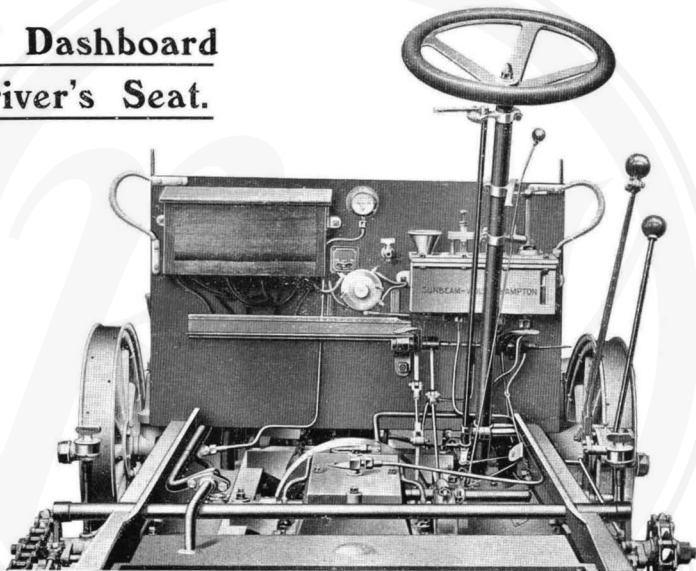
We are pleased to deliver by road, if purchaser desires it, within reasonable distance, the only charge made being for our driver's time and out of pocket expenses, which in most cases would be less than sending by rail.

We are willing for our driver to remain for a day or two to enable the purchaser to gain sufficient knowledge to manage the Car, the charges being on the same scale.

Great care has been given to the arrangement of the component parts, so that the weight is evenly distributed over the four wheels.

A Mansfield purchaser says:—“I have found the (SUNBEAM) Car as reliable as the trains.”

View of Dashboard
from Driver's Seat.



All in sight
and within reach
of the Driver.

A Bristol Purchaser says—“I have driven dozens of Cars, but never one I like so well.”

10 to 12-h.p. _____

Sunbeam Car Specification.

MOTOR.—Four Vertical Cylinders Bore 80 m/m ; Stroke 120 m/m. Normal speed 800 revolutions per minute, with automatic governing on the inlet.

Each pair of cylinders is cast in one piece, having no joints which may leak. The connecting rods are forged steel with extra hard bronze bearings.

The cam shaft and rollers are protected by being placed inside the crank chamber, and are perfectly lubricated by the oil splash inside crank chamber.

GOVERNING of the Motor is automatic, and by a small lever on steering column the Motor can be set to give any speed from 200 revolutions per minute to upwards of 1000 ditto, the normal revolutions per minute being 800, by this means speeds from 8 to upwards of 30 miles per hour are obtained on ordinary roads without changing from the high gear, it is also most economic in the consumption of fuel.

A foot accelerator is also fitted, working quite independently to the hand lever, and to increase speed it is only necessary to press lightly on this small pedal. By releasing the pressure the motor at once returns to the speed set by the hand lever.

VALVES.—Both Inlet and Exhaust can be removed by unscrewing a plug placed in a convenient position on the top of each cylinder.

COOLING is by water, pumped through a multitubular radiator, thence round the cylinders and back to the tank, the circulation being indicated by a gauge on dashboard.

IGNITION is Electric, the coil being fixed on the dashboard, and the accumulator in a box just forward of the change speed lever.

The wires carrying electric current to the sparking plugs are carefully insulated, and all the other electric wires are enclosed in wood casing.

GEARING gives four forward and one reverse speeds, all operated by one lever, with safety device to prevent the reverse gear being used when car is going forward, and all running in oil. All the gear wheels are machine cut from forged steel and specially hardened.

STEERING is non-reversible to prevent the car swerving if obstacles are run into or when travelling on bad roads. All the joints are leather capped to keep out dust, and reduce wear.

LUBRICATION is entirely automatic, on the forced feed principle, from sight feed oilers secured to the dashboard, within reach and sight of the driver, enabling him to easily verify the working.

BRAKES.—A metal to metal foot brake is fitted, which when applied also disconnects the engine from driving gear.

Powerful hand brakes acting on the driving wheels are also fixed, controlled by a lever convenient to driver's hand.

All the brakes hold the car from running forward or backward.

There is also the usual “sprag” to prevent running backward on a hill.

It has been proved that our brakes will hold the car under absolute control on hills considered to be dangerous, while the “sprag” will prevent the car from running backward when the road surface is in the worst condition.

FRAME is of wood with steel girder plates, combining strength with lightness, while the inner frame carrying the engine and gear box is of angle steel, giving great strength and rigidity where it is most required, enabling the centre of gravity to be kept low, thus insuring steady running at the highest speed.

AXLES are of the “Patent” parallel type with double oil-bath lubrication. Hubs are of steel with phosphor bronze bushings.

WHEELS.—Artillery pattern of best quality, all equal sized.

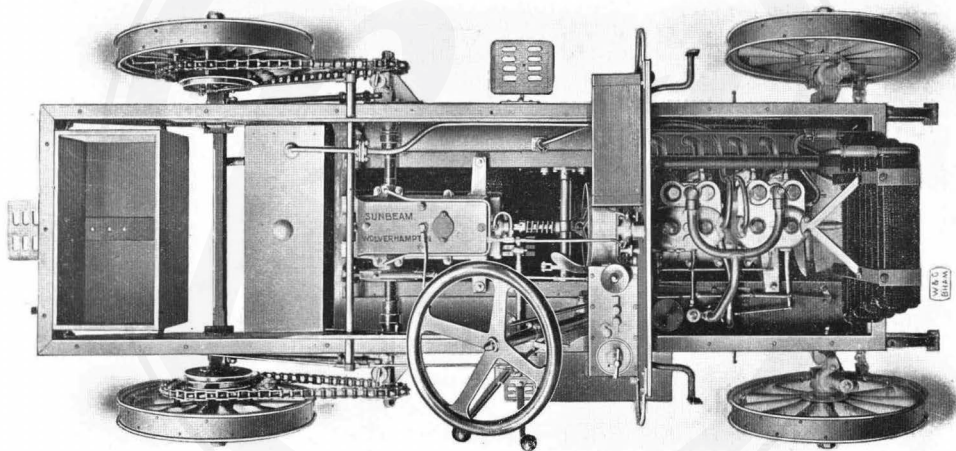
TYRES.—Pneumatic, 32in. \times 3½ in., as standard.

TOOLS, &c. SUPPLIED FREE WITH EACH CAR.

1 Pump for Tyres.
1 Repair Outfit.
2 Tyre Levers.
1 Oil Can.
1 Funnel for Petrol.
1 Funnel for Water.
1 Screw Driver.
1 Peg Wrench for Clutch.

1 Box Spanner 14 m/m.
1 Box Spanner 18 m/m.
1 Box Spanner 22 m/m.
1 Flat Spanner for Coil.
1 Flat Spanner for Cylinder Plugs.
1 Flat Spanner for Wheel Caps & Axle Nuts.
1 Single-ended ditto, each 12, 14, 18, 20,
and 22 m/m.

Undercarriage of Sunbeam Car, Viewed from above.



PETROL TANK feeds the carburetter by gravitation. Capacity more than 100 miles.

BODY.—Tonneau type of latest design, is fitted as standard, designed to carry four comfortably including the driver, spring cushions, and all upholstered in best quality leather.

DIMENSIONS.—Wheel base, 6ft. 11in. Wheel gauge, 3ft. 11in.
Length, 9ft. 6in. ; width. 4ft. 8in.

DELIVERY.—Free on Rails at Wolverhampton.

TERMS.—One-third 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 three 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 three 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.

Price - - 500 Guineas nett.

Patent Oil Bath Chain Cases 12 Guineas extra,

APPEARANCE AND FINISH.—The Colours, Varnish, Leather, &c. used in finishing our Cars are of the best quality procurable, and expert labour only is employed, with the result that the finish is the very best both in appearance and quality, this was endorsed by the Press, when reviewing the Motor Shows, the following are a few extracts :—

“The finish of the Car is very fine.”—*Motor Cycling, December 3rd, 1902.*

“That great care and consideration have been given to every detail is evident from even a cursory examination.”—*Autocar, November 29th, 1902.*

“There is evident attention to detail and good workmanship.”—*The Car, November, 26th, 1902.*

SIMPLICITY OF CONTROL.—No complicated instructions are required for running the engine.

You turn on the petrol tap and switch, give a turn to the handle and the engine starts.

All the other operations are automatic, a pump forces the proper quantity of oil to the cylinders and gear box, a centrifugal pump circulates water to cool the engine, while a gauge shows that this pump is working correctly.

The moment you stop the engine all these movements cease and begin again when you re-start.

The governing is perfectly automatic, the required speed of the engine is set by the small lever on steering column, the governors do the rest, but if it is desired to increase the speed it is only necessary to press lightly with right foot on the accelerator pedal. To reduce the speed remove the pressure, and the engine immediately returns to the speed originally set.

COPY OF CERTIFICATE (reduced from photo).

The Scottish Automobile Club—Western Section.

 CERTIFICATE. 

Glasgow to London Non-Stop Trial,

13th and 14th MAY, 1903.

Vehicle No. *8.*

This is to Certify that the vehicle entered by *Miss John Marston London*
and described by them as being a *2 Cylinder Limousine Car*
(details particulars of which are given on the back hereof). Motive Power Petrol, Brake Horse
Power *12* Weight Unladen *15 cwt* and fitted with *Collier* Tyres, Carried
1 Passengers, and made an absolute Non-Stop Run, and obtained the full total of 1000 Marks.

IN NAME AND BY AUTHORITY OF THE CLUB COMMITTEE.

John Marston Chairman
John Marston Secretary

Signed at Glasgow, this 27th day of May, 1903.

COPY OF CERTIFICATE (reduced from photo).

The Scottish Automobile Club—Western Section.

 CERTIFICATE. 

Glasgow to London Non-Stop Trial,

13th and 14th MAY, 1903.

Vehicle No. *9*

This is to Certify that the vehicle entered by *Messrs John Harston Limited*
and described by them as being a *4 Cylinders 12 H.P. Car*
(detailed particulars of which are given on the back hereof), Motive Power Petrol, Brake Horse
Power *12*, Weight Unladen *13 cwt* and fitted with *Continental* Tyres, Carried
7 Passengers, and made an absolute Non-Stop Run, and obtained the full total of 1000 Marks.

IN NAME AND BY AUTHORITY OF THE CLUB COMMITTEE.

John W. Brown Chairman
Robert J. Brown Hon. Secretary

Signed at Glasgow, this 27th day of May, 1903.

The Automobile Club of Great Britain & Ireland

WITH WHICH IS INCORPORATED THE
SELF-PROPELLED TRAFFIC ASSOCIATION.

AUTOMOBILE ANNIVERSARY, 1902,
TOUR FROM LONDON TO OXFORD

(Via Reading, 70½ Miles),

November 8th, 1902.

NON-STOP DIPLOMA.

This is to Certify that the Vehicle named "*Reliable*"
a *12HP Sunbeam* entered by Messrs: *John Marston & Co*
and driven by *Mr. J. B. Cullinger*
completed the journey from London to Oxford without stopping, except
for the compulsory stops for lunch and traffic.

Issued by Order of the Club Committee.

C. J. P. M. S.
Secretary.

THIS RUN WAS OPEN TO ALL AUTOMOBILISTS.

COPY OF
CERTIFICATE
(reduced from photo)

Reliability.

THE preceding Certificates speak for themselves. The two 12-H.P. Sunbeams were the only Cars each carrying full loads and entered by one firm, which went right through the Glasgow to London non-stop trials without the slightest hitch, mechanical or otherwise : this gained for them the highest possible marks.

PRESS OPINIONS.

“The most interesting result was the splendid running of the Sunbeam Cars—their makers will doubtless reap the merited reward of their courage and enterprise in entering two cars for what was undoubtedly a severe test of their capabilities.”—*The London Globe, May 20th, 1903.*

“We must admit to particular pleasure at the success achieved by the two 12-H.P. Sunbeam Cars in the Scottish Automobile Club's Glasgow-London non-stop run, if only by reason of the very favourable opinion we formed of this machine when we reported upon its construction at length in our report of the last National Show at the Crystal Palace.

Both Sunbeams ran through without any stop whatever, necessity or otherwise, and this, we fancy, cannot be said of any other carriage in the competition.”—*The Autocar, May 23rd, 1903.*

General Remarks and Conditions

The chief features claimed for Sunbeam Cars are reliability, simplicity, absence of noise and vibration, and efficiency both with regard to speed and hill climbing.

The reliability of our Cars was proved in the non-stop run from London to Oxford, November 8th, 1902, and in the Glasgow to London non-stop trials in May, 1903, on both occasions gaining highest marks, as mentioned in the preceeding page, and the 1,000 miles trials, no mechanical troubles.

By looking at the illustration of our chassis it will be seen that one lever controls all the speeds, and the most important point is that it is impossible to over-shoot the mark, which sometimes happens to Cars having a notched quadrant to fix the various positions of the change speed lever.

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, as this has been known to take place, resulting in damage to the gears.

The lubrication of the engine and gear box is entirely automatic, and of the forced feed type; when the engine starts the lubrication starts, when the engine is not working the lubrication ceases.

With the system of governing the engine on the inlet, the speed on the high gear can be raised from 10 miles per hour to considerably over 30 miles per hour by only using the accelerator pedal. This means that 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 under carriage supporting the engine and gear box, 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 to the back of the gear box by a sheet steel shield, protecting the motor and all bearings and working parts from dirt, grit, dust, and water.

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, and also to give them free trial runs, by appointment, at Wolverhampton.

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, and 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 above, no notice will be taken of anything which may arrive; but such articles will lie here at the risk of senders, and the Guarantee, and any implied 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 at our works.

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

A few Testimonials from users of 12-H.P. Sunbeam Cars.

ORIGINALS CAN BE SEEN AT OUR WORKS.

BOLSOVER,

NEAR CHESTERFIELD,

May 4th, 1903.

MESSRS. JOHN MARSTON, LTD., WOLVERHAMPTON.

GENTLEMEN,

From February 11th to May 2nd, 1903, I have constantly used the four Cylinder 12-H.P. Sunbeam Car which I purchased from you at the last Crystal Palace Exhibition. During that time I have travelled with it a distance of 2,050 miles, and it has never caused me the slightest trouble.

The Car runs with delightful smoothness, there being absolutely no vibration. I have never had to tighten up a single nut or any part of the Car, or its machinery. It is also a splendid hill-climber. I use it for business appointments very frequently, and have always arrived at my destination in time.

I have found the Car to be quite as reliable as the trains, and living as I do in a district where the train service is very limited, it renders me far better service than the trains possibly can do.

I have had many opportunities of inspecting Cars of other makers, some of them more expensive and nominally of greater power than my own, but they make me more than ever satisfied with the one I possess.

All my friends who have ridden with me are charmed with the appearance of the Car, delighted with the smoothness of its running, and surprised at the absence of noise.

Yours faithfully,

J. P. HOUFTON.

7, CASTLE STREET, FARNHAM, SURREY,

August 10th, 1903.

MESSRS. JOHN MARSTON, LTD., WOLVERHAMPTON.

GENTLEMEN,

We feel it is due to you to inform you that we are more than satisfied with the 12-h.p. Sunbeam Motor Car you have supplied some 6 weeks ago. It has been running without the least trouble, and has had some very stiff work

This is a very hilly district, but the Car mounts them all with the greatest ease.

Everybody is unanimous in declaring it one of the smartest and best Cars ever turned out.

We are, Gentlemen,

Yours truly, M. & J. TILY.

WOLVERHAMPTON,

July 22nd, 1903.

MESSRS. JOHN MARSTON, LTD., WOLVERHAMPTON.

DEAR SIRS,

I have now been driving the four-cylinder "Sunbeam" Car for some months, and can find no faults in it. The ease of control, silence of engine and steadiness of steering are remarkable.

All parts can be got at readily for small adjustments—seldom required—but if neglected causing needless wear, and the automatic lubrication of all parts is most satisfactory.

My friends driving with me who have had experience of other well-known Cars, usually remark "how well it takes the hills," and it is quite true it is rarely necessary to change gears—for besides being able to take any ordinary hill on the top gear, one can also go as slowly as one likes in traffic. For speed I can only say I cannot imagine anyone wishing to go on the best and most open roads at a greater speed than this Car is capable.

I have been a rider of Sunbeam Cycles for many years, and still ride one, and I am glad to see that the thorough workmanship for which the cycle is noted is well maintained in the Car.

Yours faithfully, CHAS. ELWELL.

11, SPRINGFIELD PLACE, LEEDS,
July 23rd, 1903.

MESSRS. JOHN MARSTON, LTD., WOLVERHAMPTON.

DEAR SIRS,

I am writing to let you know how pleased I am with my Car.

I have now been over 3,000 miles, and have never had the slightest trouble. I have been from Leeds to Wolverhampton four times and back, and have never had to stop once, except for one puncture. My Car runs better every day. I use it in all weathers, and find it very safe on a greasy road, I may say that it is admired both for its finish and sweet running by all those who have tried it.

I certainly would not part with it for anything like the price I gave for it. I know I have a good Car, and intend to keep it.

Yours faithfully,
P. S. BAYLISS.

EDINBURGH CHAMBERS,
BALDWIN STREET, BRISTOL,
August 11th, 1903.

MESSRS. JOHN MARSTON, LTD., WOLVERHAMPTON.

DEAR SIRS,

I have great pleasure in testifying that the Car I purchased from you has given me entire satisfaction.

I drive same about 200 miles a week, and more if anything, and have not had any hitch or breakdown whatever.

During the past seven years I have driven nearly every principal make of Car, and have yet to find the Car which will approach yours for a sound reliable touring Car, taking into consideration everything as well as quietness.

Yours faithfully,
A. H. DOWSON.

Interesting Extracts from Press Notices._____

“The chief novelty in the way of automobiles at the National Show is the Sunbeam, a nice Car, from 10 to 12-h.p., with a four-cylinder motor and on approved lines.”—*The Graphic*, November 29th, 1902.

“The (Sunbeam) Car is noticeable for the completeness with which each detail has been considered, and a novel feature is the method of sheathing the whole of the mechanism in a steel case which precludes all possibility of dirt, dust, and water getting into the delicate parts of the Car.”—*The Cycle Trader*, Feb. 6th, 1903.

“It may be said, without hesitation, that the Car (The Sunbeam) is built on thoroughly practical lines throughout.”—*Country Life*, November 29th, 1902.

“There is very evident attention to detail, good workmanship and lack of complication.”—*The Car*, November 26th, 1902.

“It was the quietest petrol-driven car on which we had ever travelled.”—*The Car*, October 21st, 1903.

Worth Investigation.



Our PATENT OIL BATH CHAIN CASES are not an experiment or fad, but are the successful result of more than twelve years practical experience in Chain Case making.

We are Specialists in this branch of the trade, and claim for Patent Oil Bath Chain Cases:—

- 1.—Absolute silence.
- 2.—Perfect lubrication to chains and sprockets.
- 3.—No grinding, wearing or stretching of chains.
- 4.—Life of chains prolonged indefinitely.
- 5.—No dirt, dust or wet can reach the wearing parts.
- 6.—The Chain Cases give to every movement of the springs.
- 7.—Cars fitted with these Cases can be washed with a hose-pipe without doing harm.
- 8.—Trouble of cleaning chains is removed.
- 9.—No friction, therefore no wear.
- 10.—The Chain Cases can be easily removed.

The Sunbeam Car with Oil Bath Chain Cases went through the 1000 Miles Trials with unquestionable success.

JOHN MARSTON LD.,
MOORFIELD MOTOR WORKS,
WOLVERHAMPTON.