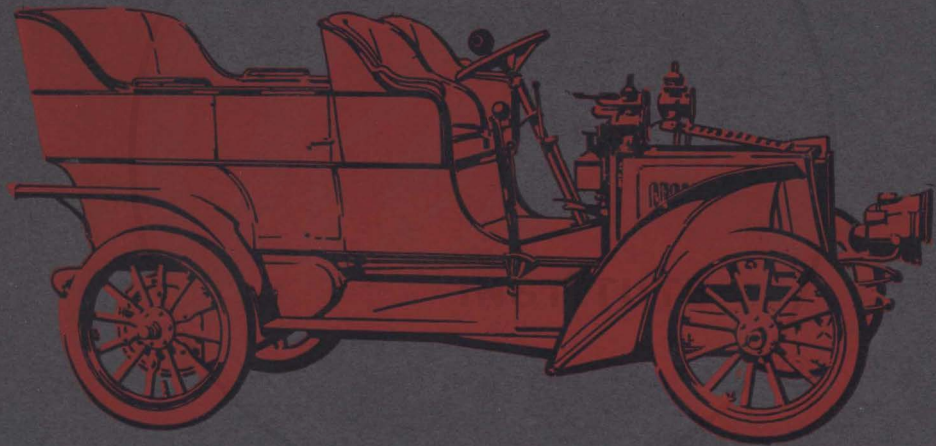


# 1905 Silent Sunbeam



Telegrams :—"MOORFIELD, WOLVERHAMPTON."

National Telephone 449.

1,000 MILES TRIALS, 1903—

Silver Medal for OIL BATH CHAIN CASES.



GLASGOW TO LONDON NON-STOP TRIALS—

May, 1904—Full marks gained by the One Car entered.

May, 1903—Full marks gained by the Two Cars entered.

# The Silent Sunbeam Motor Carriage, 12-Horse Power, 4 Cylinders (Governed.)

Automatic Forced Feed Lubrication,  
OIL BATH CHAIN  
CASES.

The Sunbeam Motor Car Co. Ltd.,  
UPPER VILLIERS STREET,  
Wolverhampton.

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

We claim for our **PATENT OIL BATH CHAIN CASES** the following advantages over the ordinary exposed or semi-covered chains on other Motor Cars.



Perfect lubrication to chains and Sprockets.

No grinding, wearing, or stretching of chains.

Life of chains prolonged indefinitely.

No dirt, dust, or wet can reach the wearing parts.

The Chain Cases give to every movement of the springs.

Cars fitted with these Cases can be washed with a hose-pipe without doing harm.

Trouble of cleaning chains is removed.

No friction, therefore no wear.

The Chain Cases can be easily removed.

# Introduction.

**I**N 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.

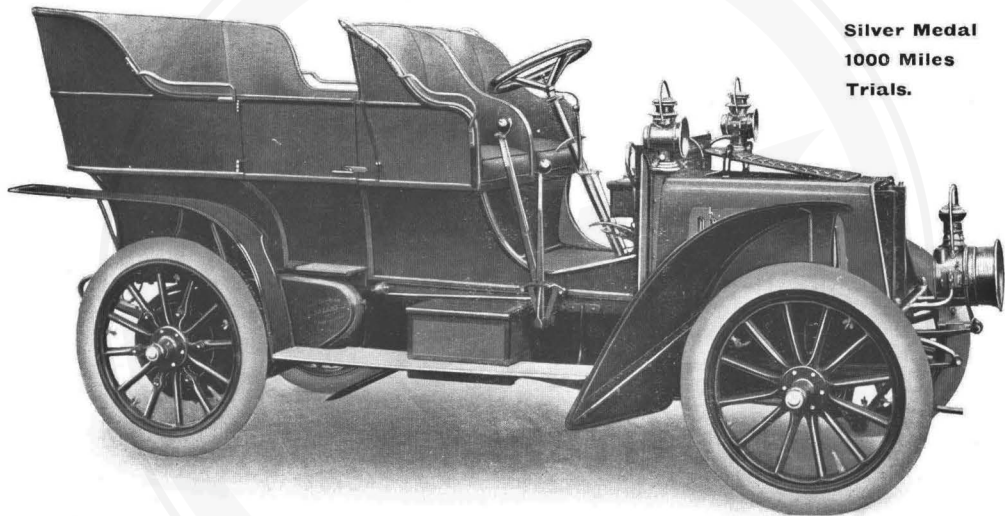
We are pleased to deliver by road, if purchaser desires it, within reasonable distance, the only charge made being for our driver's time and out-of-pocket expenses, which in most cases would be less than sending by rail.

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.”

***THE SILENT SUNBEAM, with Patent Oil Bath Chain Cases.***



**Silver Medal  
1000 Miles  
Trials.**

**Special Features:**

**Good Seating Accommodation.**  
**Complete Enclosure of all Working Parts.**  
**Lamps and Horns are charged extra.**  
**Plain Upholstery fitted as standard.**

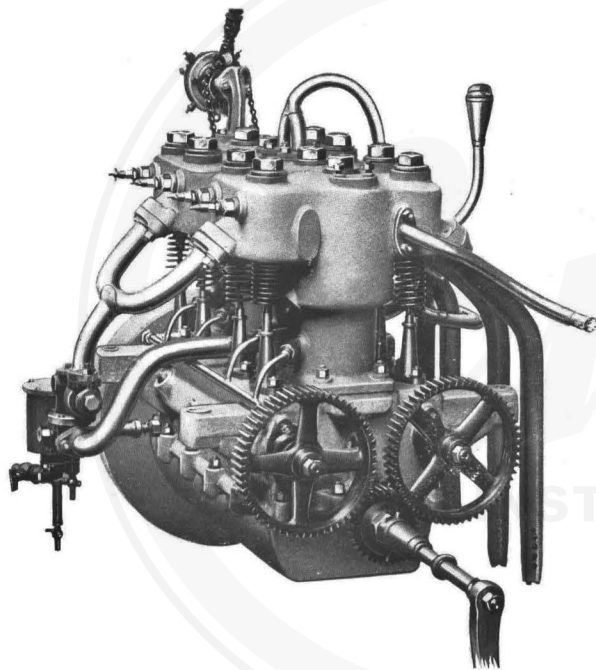
# I 2-h.p. Sunbeam Car Specification.

**Motor**—Four Vertical Cylinders Bore 84m/m; Stroke 120 m/m. Normal speed 800 revolutions per minute, with variable lift to the mechanically operated inlet valves.

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 shafts 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 the 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. The Motor is most economical in the consumption of fuel, *25 miles of average roads only requiring one gallon of petrol.*



*The*  
**12-H.P.**

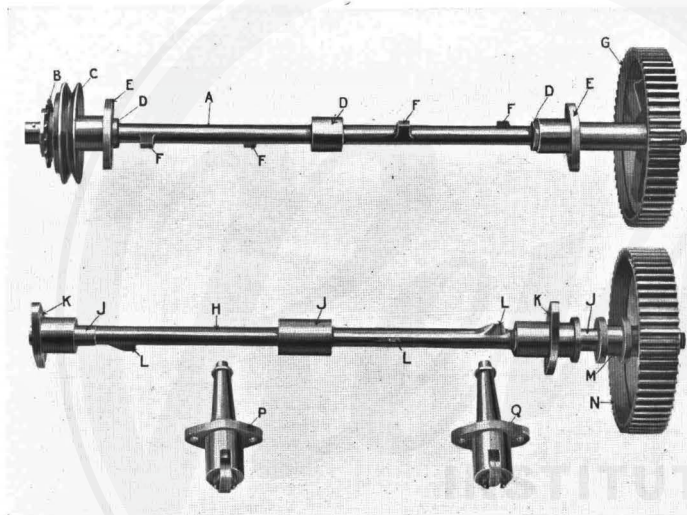
**SUNBEAM MOTOR.**

*4 Cylinders, Bore 84 m/m,  
Stroke 120 m/m.*

The illustration shows the carburetter, the chain-driven Contact Maker, Inlet Valves, Exhaust Pipes leading to Silencer, Front Cover removed shewing Crankshaft Pinion, Inlet and Exhaust Valve Gear Wheels, with Starting Handle in position.







## ***Exhaust and Inlet Camshafts of the Sunbeam Motor***

The third Cylinder Inlet Cam is at the back of Shaft, and is hidden from view. The inclined Tappets on the Inlet Camshaft giving the variable "lift" are seen in the illustration.

A, exhaust camshaft driven by G.  
B, chain wheel to drive contact maker.  
C, belt pulley to drive mechanical lubricator.  
D D D, journals of A.  
E E, end bearings for A.  
F F F F, exhaust cams solid with A.

G, half time exhaust shaft wheel driven by pinion on crankshaft.  
H, inlet camshaft.  
J J J, journals of H.  
K K, end bearings for H.  
L L L, inlet cams solid with H.  
M, groove in wheel N for sliding it and H sideways.

N, half-time inlet shaft wheel driven by pinion on crankshaft.  
P, exhaust valve tappet guide with tappet and parallel roller in position.  
Q, inlet valve tappet guide with tappet and inclined roller in position.



A foot accelerator is fitted, working quite independently of 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 plugs placed in convenient positions 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.

**Silence** is a feature of the SUNBEAM, the exhaust of the motor being inaudible, while the OIL BATH CHAIN CASES entirely prevent any noise being made by the chains.

**Ignition** is High-tension Electric, the coil being fixed on the dashboard, and the accumulator in a box on off-side step. Particular attention has been given to the efficiency of the whole ignition system.

The wires carrying electric current to the sparking plugs are carefully insulated, and are enclosed in a fibre tube, and all the other electric wires are enclosed in wood casing. In consequence of the care taken in this respect ignition troubles are entirely obviated.

**Gearing** gives four forward speeds, and one reverse, all operated by one lever, with a safety device to prevent the reverse gear being used when the car is going forward, and all run in oil. All the gear wheels are machine cut from forged steel and are specially hardened. *With our system of gear changing it is impossible to "miss a change" even when driving at night.*

**Steering** is non-reversible. This prevents 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 a sight feed oiler secured to the dashboard, within reach and sight of the driver, enabling him to easily verify the working.

**Oil Bath Chain Cases** are fitted, thus indefinitely prolonging the life of the chains, and entirely obviating the necessity for frequent adjustments, cleaning, and greasing. (see page 3).

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

Powerful hand brakes are also fitted of a metal to metal internal type, running in an Oil Bath and acting on the driving wheels. The lever controlling these brakes is conveniently placed to the driver's hand.

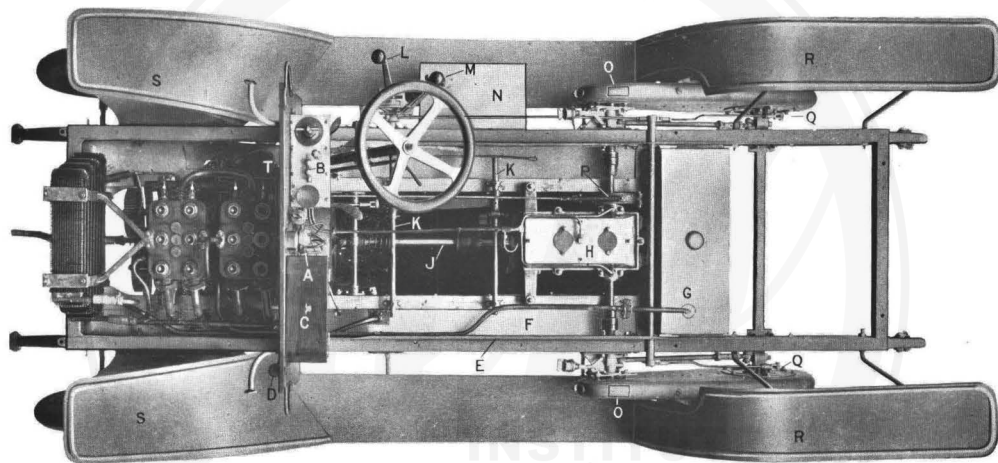
All the brakes hold the car from running forward or backward.

There is the usual “sprag” to prevent the Car running back when starting 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. 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.

## ***UNDERCARRIAGE OF SUNBEAM CAR, viewed from above.***

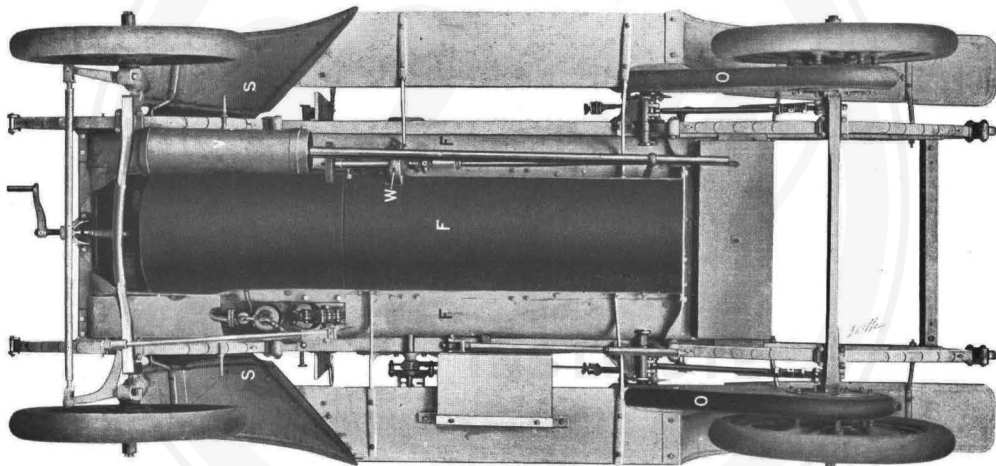


A, contact maker  
 B, mechanical sight-feed lubricator (forced).  
 C, coil box  
 D, water tank filler.  
 E, steel fitch plate and wood frame side.  
 F, steel shield extending along the under part of car from the front of engine to back of gear box.

G, water tank.  
 H, gear box.  
 J, driving-shaft from clutch to gear box.  
 K K, cross-shafts carrying change speed levers  
 L, change speed lever.  
 M, hand-brake lever.  
 N, battery box.

O O, chain cases, with inspection lid.  
 P, countershaft brake.  
 Q Q, rear wheel hand-applied brakes, metal to metal.  
 R R, rear wings.  
 S S, front wings with side shields.  
 T, carburetter.

***UNDERCARRIAGE OF SUNBEAM CAR, viewed from underneath, shewing how completely all the moving parts are protected from mud and dirt.***



F, steel shield extending along under Car from front of engine to back of gear box.  
V, exhaust Box.

O O, oil bath chain cases.  
W, circulating pump for water.

S S, front wings with side shields.

**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.

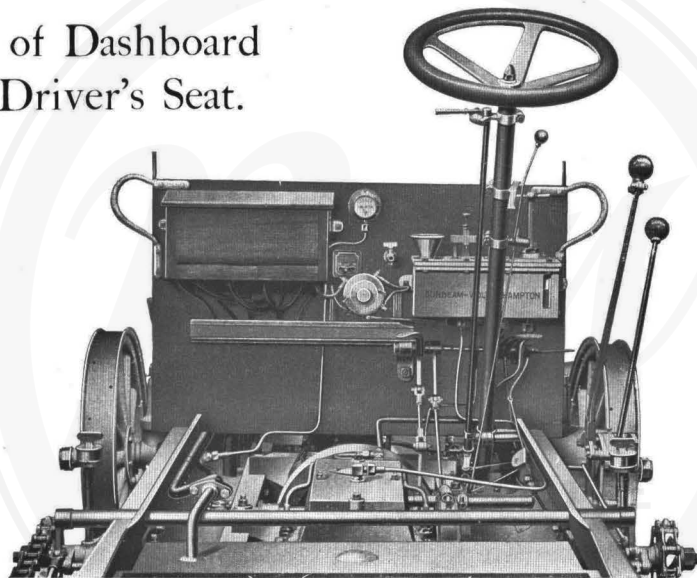
**Tyres**—Pneumatic, 810×90 m/m, Dunlop or Michelin as standard.

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***Tools, &c. supplied Free with each Car.***

- |  |   |
|--|---|
| 1 Box containing Nuts, Bolts, Washers, etc.                        | 1 Single-ended Cranked Cap Spanner for Cylinder Caps. |
| 1 Repair Outfit for Tyres.   | 1 Double-ended Spanner for Coil.                      |
| 1 Pump for Tyres.  | 1 Single-ended Spanner, each 14, 18, 20, 21 m/m.      |
| 1 Funnel for Water.  | 1 Peg Wrench for Clutch.                              |
| 1 Funnel for Petrol.   | 1 Screw Driver.                                       |
| 1 Double-ended Box Spanner, $\frac{1}{2}$ in. × $\frac{3}{8}$ in.  | 1 Spring Valve Oil Can.                               |
| 1 Double-ended Box Spanner, $\frac{5}{16}$ in. × $\frac{1}{4}$ in. | 1 “Sunbeam” Silk Cloth.                               |
| 1 Double-ended Flat Cap Spanner for Wheel Caps and Axle Nuts.      | 1 Set Chain Case Spanners (3 in all.)                 |
|  | 1 Cranked Body Spanner.                               |

## 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 liked so well.



**Petrol Tank** feeds the carburetter by gravitation, Capacity more than 100 miles.

**Body**—Roomy side entrance of latest design is fitted as standard, with spring cushions, upholstered in best leather, buttoned, half-buttoned, or plain (plain used as standard.) The body is constructed to carry three at the back and two in front, with ample leg and luggage room.

**Dimensions**—Wheel base, 7ft. 10in. Wheel gauge, 4ft.  
Length, 12ft. ; width, 5ft. 2in.

**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.

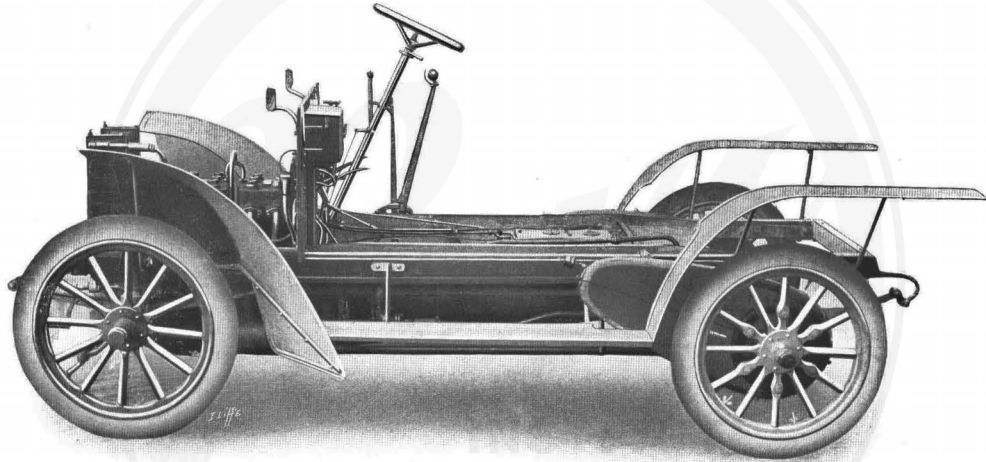
We guarantee, subject to the conditions mentioned below, that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship; but this guarantee is to extend and be in force for three months only from the date of purchase, and damages for which 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.

Standard Pattern Car, complete with Patent Oil Bath Chain Cases, and Swinging Head Light Bracket	-	-	-	-	Price	£451	10s.
Single Brougham Body	-	-	-	-		£120	extra.
Landaulette Body	-	-	-	-		£125	„
Canopy Top with Glass Wind Screen, Storm Curtains, and Luggage Rail	-	-	-	-		£30	„
If fitted to a Finished Car	-	-	-	-		£35	„
Cape Hood with Side Curtains	-	-	-	-		£18	„
Glass Wind Screen	-	-	-	-		£8	„
Hood to Front or Back Seats, Waterproof Twill	-	-	-	-		£14	„
Side Door to Front Seats	-	-	-	-		£3	10 „
Tonneau Covers	-	-	-	-		£3	10 „
Chassis (see next page)	-	-	-	-		£400	„

**12-H.P. Sunbeam Chassis.**



The Chassis, in lead colour complete as shown above, with wings and tyres, £400.

**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 was endorsed by the Press, when reviewing the Motor Shows, the following being 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.

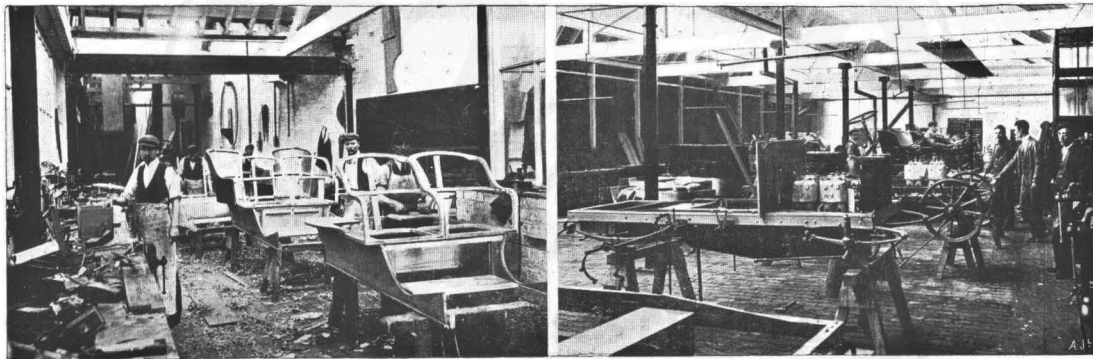
The moment you stop the engine all these movements cease and begin again when you re-start.

The governing is perfectly automatic, the required speed of the engine is set by the small lever on steering column, and 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.

A Booklet of Instructions as to management is given to each purchaser of a Sunbeam Car.



**VIEW OF MOORFIELD WORKS.**



**PARTS OF ERECTING SHOP AND BODY-MAKING SHOP.**



# General Remarks and Conditions.

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

The reliability of our Cars has been proved in the Glasgow to London non-stop trials in 1903 and 1904, on both occasions gaining highest marks, as mentioned in the preceding page, and in the September 1,000 miles reliability trials, a Special Silver Medal was awarded for our Patent Oil Bath Chain Cases.

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 "miss a change," 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. 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, the speed on the high gear can be raised from 10 miles per hour to over 30 miles per hour by only using the accelerator 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 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 of engine 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.

The chains run in our Patent Oil Bath Chain Cases, so that 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.**

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 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 shall not be enforceable.

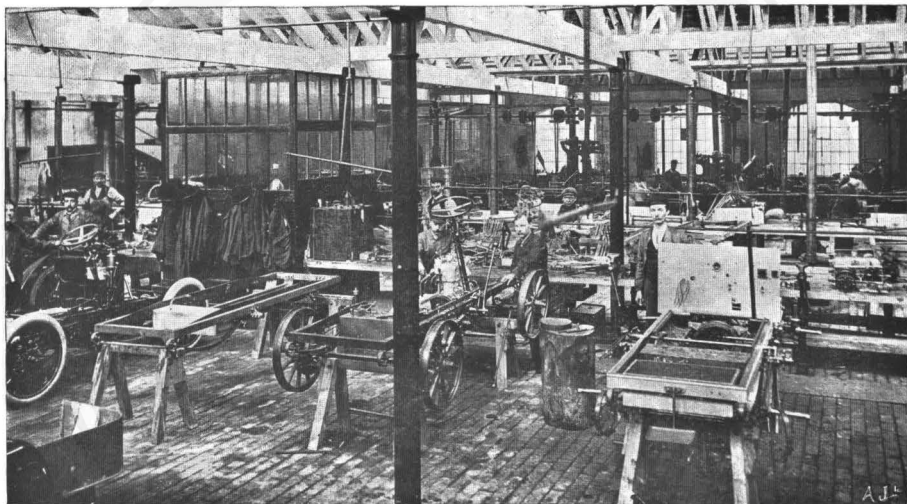
We guarantee only those Cars which are bought either direct from us or from one of our duly authorised agents.

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.



**VIEW OF MOORFIELD WORKS—PART OF GENERAL SHOP.**

## Reliability.

THE following Certificate speaks for itself. The two 12-H.P. Sunbeams were **the only Cars each carrying full loads and entered by one firm in 1903**, 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 for 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 means 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.*

## ***Positive Proof of Consistent Reliability.***

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 *Mrs John Marston London*  
and described by them as being a *2 Cylinder Lanchester Car*  
[detailed particulars of which are given on the back hereof], Motive Power Petrol, Brake Horse  
Power *12* Weight Unladen *5 cwt* and fitted with *Collier* Tyres, Carried  
*2* 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.

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

**Copy of  
Certificate  
(reduced  
from  
Photo)**

**Full Marks in 1903 and 1904.**

## ***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.

Messrs. JOHN MARSTON, LTD., WOLVERHAMPTON,  
GENTLEMEN,

MOTOR CYCLE AND SPORTS DEPOT,

LLANDRHINDON WELLS,

October 14th, 1904.

I am pleased to inform you that the 12-h.p. "Sunbeam" Car supplied to me in the Spring of this year has given me unqualified satisfaction.

I have used it exclusively for hiring out, the total mileage for the Season being 9,750 miles. The above distance includes thirty-five journeys to Birmingham Waterworks (Stour Valley, Rhayader); twenty-five to Aberystwyth (via Devil's Bridge); and two tours of 1,000 miles each. The only parts that have been renewed are: 3 Inlet Valve Cotters, 1 New Pin to Contact Breaker, 1 New Set Leathers to Pump Wheel—Total Cost under 10/-

Exhaust Valves have been ground in twice, and only one sparking plug removed.

As you are no doubt aware the Elan Valley is one of the worst trying bits of road in the Principality—several Cars having succumbed to its ruts, tram-lines, brooks, etc. The extra large "Collier" tyres with which the Car is fitted, have contributed in a large measure to its success. I intend having two similar Cars for next season.

Yours truly, (Signed) TOM NORTON.

Messrs. JOHN MARSTON, LTD., WOLVERHAMPTON.  
GENTLEMEN,

7, CASTLE STREET, FARNHAM, SURREY,

May 2nd, 1904.

In reply to your memo, of April 23rd, asking for our opinion of the Sunbeam Car, we can only say we consider it a complete success.

The Car has been running now about ten months, and has travelled over 10,000 miles without any break-down. It has had very hard work indeed over every kind of road, and in all weathers.

During this ten months we have required three new covers and sundry small repairs, but as we have not kept an accurate account we really cannot say what is the cost of up-keep.

Only yesterday we did a run of 128 miles without the slightest mishap of any kind, and through very hilly parts of Surrey and Sussex.

During the whole of our experience we have never come across a hill the Car would not mount with ease. In fact we have unqualified praise for the Sunbeam Motor Car.

We are, Gentlemen, yours truly, M. & J. TILLY.



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.

*Copy of Testimonial received from Capt. Sir R. K. Arbuthnot, Bart., R.N.*

Messrs. JOHN MARSTON, LTD., WOLVERHAMPTON.

5, BEACH MANSIONS, SOUTHSEA,

DEAR SIRS,

October 25th, 1904.

I have now run my 12-h.p. "Sunbeam" Car since April, a distance of 3,827 miles, and I am extremely pleased with the Car in every way.

The engine has given absolutely no trouble. What little trouble I have had has been due to want of adjustment to the inlet valves, through unadjusted wear of the cotters, and will not, as far as I can see, occur again, as I know now when to adjust.

The protection of the engine and gear box from mud and dirt by the shield underneath is a most important feature, and the chain cases are simply perfect, never having given me a moment's trouble.

Two Sundays ago I climbed a very steep hill, having 1 in 6½ in it, with the canopy and five passengers easily.

Yours faithfully (Signed) R. K. ARBUTHNOT,

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.

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47, LEEMING STREET, MANSFIELD,

*May 12th, 1904.*

MESSRS. JOHN MARSTON, LTD., WOLVERHAMPTON.

DEAR SIRs,

I think I gave you a testimonial *re* my 12-h.p. "Sunbeam" Car, after running it only a few months, and I have pleasure in endorsing all I then said. I have now run the Car 7,000 miles, and have never had the slightest stop on the road except for tyre troubles, and it has cost only a mere trifle for repairs, and I consider that whilst not the fastest Car, it is certainly the most reliable on the market.

Yours truly,

A. F. HOUFTON.

## **Interesting Extracts from Press Notices.**

"Few Cars have won for themselves so sterling a reputation in a short time as the Sunbeam."—*The Autocar*, February 20th, 1904.

"A 12-h.p. Sunbeam was most successful during the recent military manœuvres, carrying the "Times" special war correspondent from point to point, and covered an average of 100 miles a day without a hitch of any kind."—*The Car*, October 7th, 1903.

"The Sunbeam Cars are remarkable for their accuracy of detail and careful finish."—*Motoring Illustrated*, February 27th, 1904.

"The Sunbeam was specially noticeable on account of its neat design, and the general excellence of the chassis and body work."—*The Motor News*.

"Features of the construction which must strongly recommend so smart a vehicle are the Oil Bath Chain Cases."—*The Sketch*, March 2nd, 1904.

"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.