



SUNBEAM  
MOTORS

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# SUNBEAM MOTORS

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All previous lists are hereby cancelled.

We reserve the right to alter any part of this list as may be considered advantageous or to **revise our prices without notice.**

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

For guarantee, see pages 45-47.

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

First Edition.

January, 1915.

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## Introductory.

**F**EW manufacturers subject their Cars to more severe tests on the road, track or hill-climbing competitions than the Sunbeam Company. The long list of successes gained by Sunbeam Cars substantiates beyond cavil the claim we have made for many years that Sunbeam Cars are the embodiment of all that is best in automobile construction. Nothing but the highest quality of material and the most skilful workmanship enter into their production, whilst the keynote of the design is simplicity and the elimination of all unnecessary complications, without dispensing with any feature essential to the highest efficiency.

It is accepted as a truism that participation in open competitions with other makes does assist in the perfecting of the touring car. By no other means can the severe strains be applied for any lengthy period to every part of the chassis, thereby disclosing any weakness in design or material before the car passes into the hands of a private owner.

That the Sunbeam Car is designed right and built right was again conclusively demonstrated when winning the Blue Riband of the automobile world, the Tourist Trophy race, held in the Isle of Man, in June last, under the auspices of the Royal Automobile Club, and in addition, at the same time, the Henry Edmunds Cup for the fastest aggregate time on the mountain road.

For 1915 we shall continue to manufacture the three models which have proved so successful during the past season, with only a slight alteration in the general design. The catalogue rating of our models has for some time past been considered

inadequate, considering the power developed by Sunbeam engines, the 80-millimetre four-cylinder actually giving over 40 brake horse power. We have therefore decided to change the description to the following:—16-H.P., 80×150 mm. four-cylinder; 20-H.P., 90×160 mm. four-cylinder; and 30-H.P., 90×160 mm. six-cylinder respectively.

All fixed and working parts have been reduced to a minimum, thereby producing a chassis which cannot be surpassed for cleanliness of design and straightforward engineering practice.

The sliding front seats fitted to all torpedo bodies will be retained, whilst the 30-H.P. chassis is now offered with a choice of two wheel bases, the long wheel base being supplied with a special drop frame. We are fitting larger-sized wheels to all cars with closed bodies, and the rear springs on the 16-H.P. chassis are underslung. Great care has been given to the springing of all models to ensure the maximum measure of comfort.

Sunbeam Cars are justly famous for their remarkable hill-climbing powers, speed and flexibility, and we are receiving, almost daily, convincing and unsolicited proofs of their reliability from owners in every part of the world.

During the past few months the British War Office and Admiralty, and the Imperial Russian Government, have placed large orders with us for Sunbeam Cars and Sunbeam Aeroplane Engines, which is indubitable proof of the high esteem in which our productions are held.



## Sunbeam Construction.

THE 16 and 20 H.P. Engines are of the monobloc type, the 30 H.P. is cast in two sets of three, with the valves on the left-hand side, slightly inclined to the cylinders, thus reducing the pocket space to a minimum. The cylinders are set "desaxe" in relation to the crankshaft.

THE CAMSHAFT is enclosed in the crankchamber, and is driven by a silent chain. The cams are solid with the shaft.

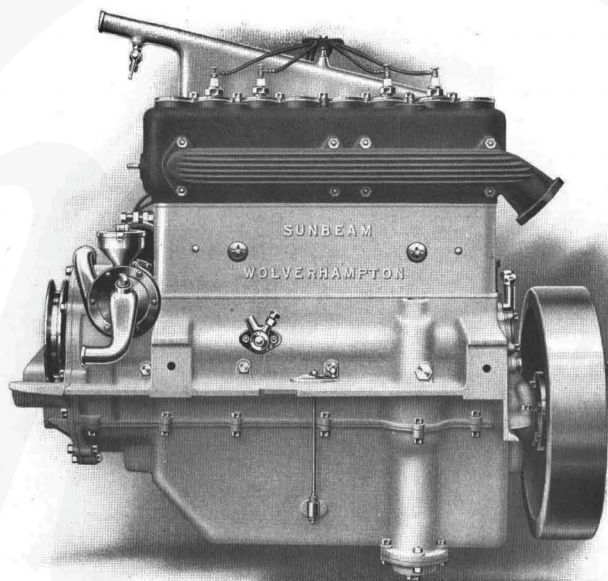
THE TOP HALF OF THE CRANKCASE carries the whole of the mechanism of the engine, the crankshaft and bearings being held by bolts of ample strength. The bottom half is merely an oil well. Bosses are cast on the inside, which are drilled for conveying oil to all the bearings, thus avoiding the employment of internal pipes.

THE CRANKSHAFT is of specially selected high tensile steel, with a bearing between each throw. All bearings are ground to size.

THE CONNECTING RODS are of "H" section steel, the big ends being lined with white metal, and the gudgeon pin ends with hardened steel bushes.

THE PISTONS are carefully constructed being light and well balanced. They are made in such a manner as to obviate any warp due to heat from the cylinder walls, and are fitted with three rings.

FORCED LUBRICATION is employed, the oil being circulated by a gear-driven pump. This pump forces oil from the sump in the crankcase to the main crankshaft bearings, and thence through the crank to the journals, the oil then returning to the sump, being filtered in its course. The pistons are lubricated by splash.



16 H.P. 4-Cylinder SUNBEAM Engine.



On the dashboard is an oil indicator. The plunger in the indicator when "up," shows that the oil is circulating correctly. In the 30 H.P. six-cylinder model an oil regulator is fitted. This regulator, when turned to "half oil," controls a by-pass, which allows a portion of the oil to pass into the base chamber without going through the bearings. When turned to "full oil," it shuts the by-pass and indicates that the whole of the oil is being forced through the bearings.

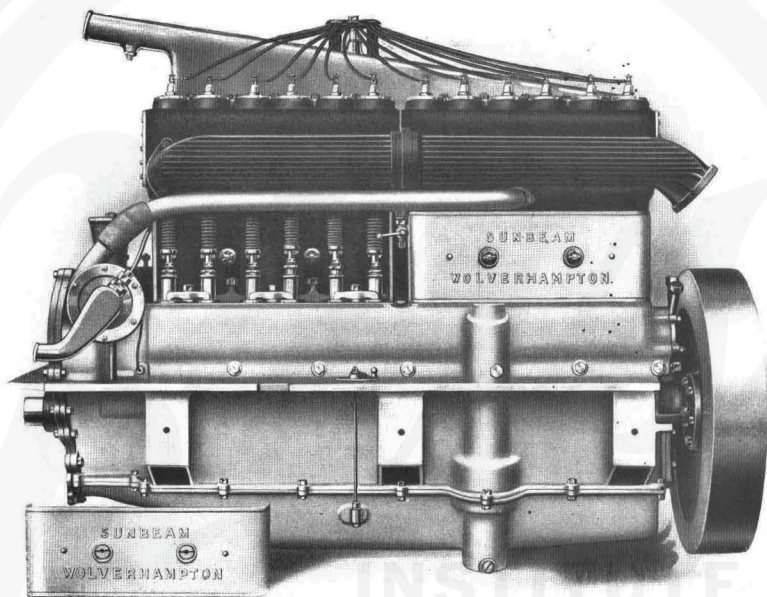
THE MAGNETO AND PUMP are set at opposite ends of a cross shaft in front of the engine, and are driven by skew gears, except the magneto in the six-cylinder model, which is driven by a silent chain. The cross shaft runs on ball bearings, and has double thrust bearings on the magneto end.

The STEERING BOX is of the worm and sector type, provided with eccentric adjustment.

THE CLUTCH, which is of the cone type, lined with suitable material is particularly efficient and simple. A number of small springs are fitted under the lining which give it an exceedingly smooth engagement. It is easily adjusted by hand, and is fitted in such a manner that no end thrust is put on either the engine or the gear box bearings.

THE GEAR BOX is suspended at three points to the cross members of the frame. It is a single casting being specially designed in this manner to ensure being oil-tight. The shafts are short, and are carried on large size ball bearings, all the steel used in their manufacture being specially selected and hardened by our own process and finished by grinding.

BRAKES. Very special care is given to these. They are of the internal expanding compensated type, and have large areas, whilst ample protection is given to the shoes by the dust-proof covers, by which they are encased.



**30 H.P. 6-Cylinder SUNBEAM Engine.**

THE UNIVERSAL JOINTS at each end of the propeller shaft are enclosed in metal oil-retaining cases. At the axle end hardened steel dies are employed, working on hardened steel surfaces.

THE REAR AXLE, casing and sleeves are malleable castings; steel tube extensions, which carry the road wheels, are pressed into the sleeves. Ball Bearings of ample size are fitted throughout, and the differential and bevel gears are made from selected steel, toughened and ground.

THE FRAME is inswept at the front to allow an ample steering lock, and upswept over the rear axle to allow sufficient clearance and provide a low chassis. The frame flanges are widened at the insweep and strengthening gussets are fitted to the rear cross member.

THE SPRINGS are half elliptical in front on all models, the rear are half elliptic, underslung, on the 16 h.p., and three-quarter elliptic on the 20 h.p. and 30 h.p. models. All eyes are bushed, and the shackle pins fitted with greasers. These springs are of nickel chrome steel made specially for The Sunbeam Company, and the off and near side springs are of different strength to compensate for the torque.

ALL JAWS AND BALL JOINTS on the steering couplings are of large dimensions and carefully hardened. They are encased in leather dust-proof covers, and fitted with greasers.

Everything used in the making of SUNBEAM Cars, except raw material and proprietary articles, is manufactured at the Sunbeam Works. Careful attention has been given to keeping down the weight, while important parts, such as axles, steering gear and the frame, have ample margin of strength to withstand far more than the ordinary strains to which the car may be subjected.

## General Specification 16 H.P. Chassis.

*Annual Tax 4 Guineas.*

- Engine.** Four-Cylinder, 80 mm. bore, 150 mm. stroke. Cylinders cast *en bloc*. Crankshaft supported by bearings between each throw; valves all on one side and enclosed in dust-proof case. Adjustable tappets. Camshaft driven by silent chain. Magneto and water pump are driven by skew gears.
- Lubrication.** Forced by gear-driven pump in the sump with oil indicator on dashboard.
- Ignition.** Magneto with advance and retard lever.
- Carburettor.** Claudel Hobson, air pressure fed. The pressure is maintained by a small pump driven off the camshaft.
- Cooling.** Honeycomb radiator with centrifugal pump and belt-driven fan of improved design.
- Clutch.** Large cone clutch, entirely self-contained; easily adjusted.
- Gear Box.** Two universal joints between engine and gear box.
- Brakes.** Three point suspension; four speeds forward and reverse; direct drive on top; gate change; ball bearings.
- Axles.** Internal expanding. The side brakes are operated by a hand-lever and are compensating. The shoes are easily renewable. The foot brake is also internal expanding of large diameter and area with Ferodo lining. Both brakes are easily adjusted, enclosed in dust-proof drums, and hold equally well in either direction.
- FRONT.**—Specially prepared steel of “H” section, reinforced at spring brackets, fitted with selected steel swivels mounted on a

combination of plain and ball bearings.

BACK.—Bevel drive, specially constructed to resist severe road shocks, mounted entirely on ball bearings with ball thrusts, the wheels being carried on an outer sleeve so that the differential shafts do not carry any weight.

**Wheels.**

Detachable Artillery are standard, but wire or steel wheels can, if desired, be fitted at an extra cost.

**Tyres.**

Dunlop, grooved. An extra price will be charged for tyres other than standard. Sizes: 815×105 on open touring models, 820×120 on closed models.

**Springs.**

Front.—Half elliptic. Rear.—Half elliptic. Extra long centres.

These are anchored at one end and are compensated by large shackles fitted with greasers. The rear springs are understrung.

**Control.**

Clutch and foot brake pedals are on the left and right-hand side of the steering column respectively; accelerator pedal is on the right of brake pedal and can be worked in conjunction with the hand throttle lever on quadrant on steering wheel, so that the car can be controlled by hand or foot. A second lever controls the ignition.

**Petrol Tank.**

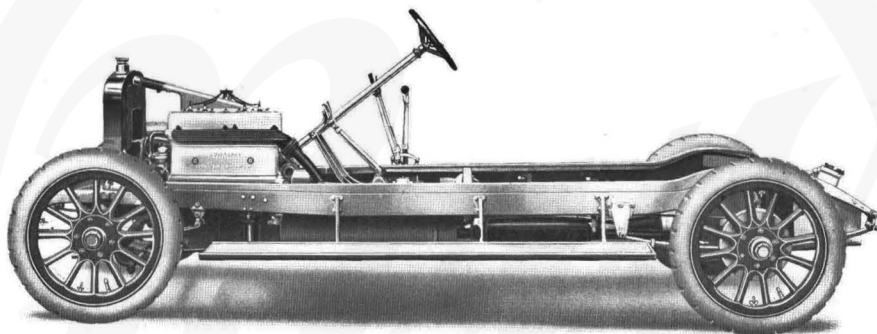
Fitted at rear of chassis. Capacity, 12 gallons.

**Dimensions.**

Wheelbase ...	10 ft.	4 in.	Overall length ...	14 ft.	3 in.
Wheel track ...	4 ft.	6 in.	Overall width ...	5 ft.	7 in.

**Finish.**

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



16 H.P. CHASSIS, with Front Wings, Petrol Tank, 815×105 Detachable  
 Artillery Wheels and Dunlop Grooved Tyres ... .. £350 0 0

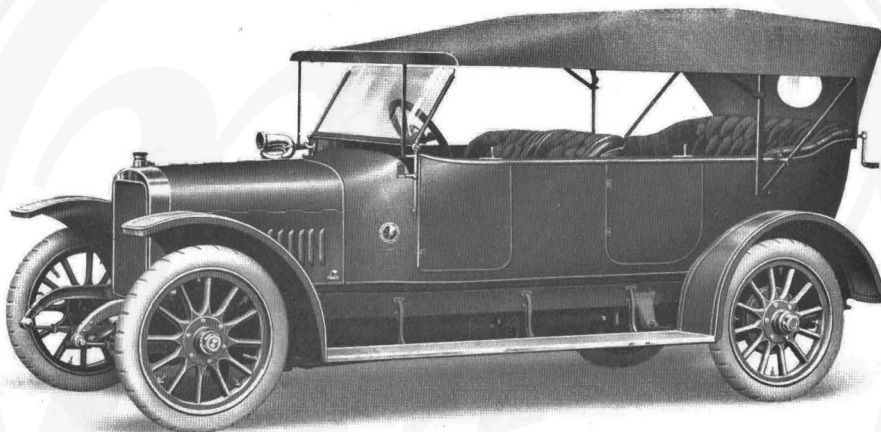


## Sunbeam 16 H.P. Torpedo.

**T**HE Sunbeam Standard Torpedo has been specially designed for comfort. A sliding front seat, which can be adjusted to several positions without moving from the driver's seat, is fitted, and is operated by a convenient locking device. All dashboard fittings are neatly arranged on a polished mahogany board. The Sunbeam special door-lock, which we consider the only perfect system of securing a door at the present time, minimises body rattle. The locks are quite waterproof. The brake and change speed levers are conveniently situated inside the body. The materials used are of the very best quality, the timber being specially selected and thoroughly seasoned, whilst the workmanship and finish are of the highest grade.

### SPECIFICATION.

- Body.** STREAMLINE with special tapered bonnet. Sliding front seat. The front edge of the dashboard is finished off with a polished mahogany strip. The stepboards and floorboards are covered with lin rubber, and ample provision is made for carrying tools, etc., underneath the back floorboards. A fibre mat and adjustable foot rest are fitted in the rear portion of the body.
- Trimming.** ONLY first-class hides, coiled springs and curled hair are used. Extra deep cushions and squabs well padded to obtain the maxi-



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16 H.P. CHASSIS with TORPEDO Body, as illustrated, One-Man Hood,  
Half-Screen, 815 x 105 Detachable Artillery Wheels, Dunlop Grooved  
Tyres, Spare Wheel with Dunlop Grooved Tyre, Horn and Number  
Plates ... .. £440 0 0



£440 0 0

imum amount of comfort. The insides of the doors are fitted with pockets.

### Painting.

THE paints, varnish and oils are the best procurable. The standard colours are :—

#### PAINTWORK.

Grey .....	Grey or green.
Green .....	Green.

#### TRIMMING.

CUSTOMERS ARE RECOMMENDED TO ADHERE TO STANDARD COLOURS, and any deviation from standard will be subject to the following extra charges :—

Painting, other than standard.....	£5	0	0	extra.
Trimming " " " .....	5	0	0	"

### Hood.

THE Sunbeam One-Man Hood can be opened and closed with ease by one person—in fact, it is really a “one-hand” hood. The framework is made of “D” shaped steel tubing, no wood being used in its construction. When up, the hood meets the screen and is secured at the front by two metal stays, and locked by two wing nuts. When down, the hood is securely held by two metal clips to prevent rattle.

The material for the cover is of the best quality, and thoroughly waterproof. The hood is supplied complete with detachable side curtains.

- Screen.** A metal half-screen with quarter-inch plate-glass is supplied as standard. Adjustable to any position.
- Wheels.** DETACHABLE artillery. Size, 815×105. Wire or steel wheels, if desired, can be fitted at an extra cost.
- Tyres.** DUNLOP grooved. An extra price will be charged for tyres other than standard.
- Horn.** BEST quality bulb with deep note. The horn is fitted through the bottom of the wind screen, and the bulb is within easy reach of the driver.
- Spare Wheel.** THE spare wheel is carried in a well in the stepboard and secured by special brackets. A Dunlop grooved tyre is fitted as standard.
- Tool Kit.** A full equipment of tools is provided. For detailed list see page 44.

For full Chassis specification see page 11.

For list of lamps and accessories see page 48.

## Sunbeam 16 H.P. Two-Seater.

**T**HIS model has a taper bonnet and dash, giving the Car a very graceful appearance. The seat is placed very low and is wide enough to carry three persons when required. The brake and change speed levers are conveniently placed inside the body, and all dashboard fittings are neatly arranged on a polished mahogany board. The body is fitted with the special system of door locks as supplied on the Sunbeam Standard Torpedo. Ample room is provided at the back of the body for luggage, tools, etc., and provision is also made to exclude all wet. If desired a double folding dicky seat to carry two persons can readily be fitted together with a convenient step at an extra charge. The materials throughout are of the best quality, and only the highest class workmanship is employed.

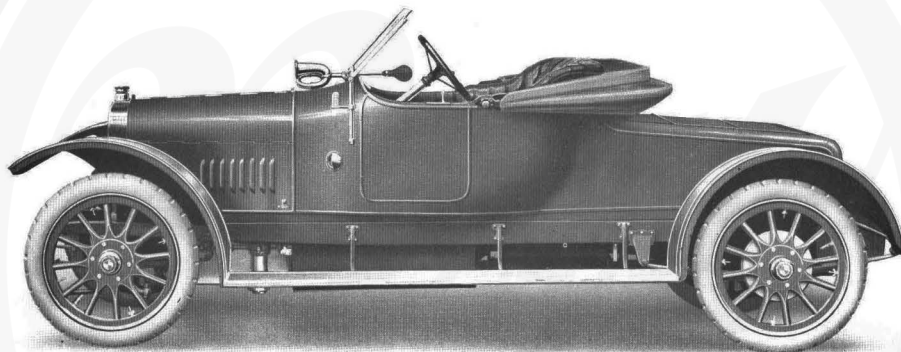
### SPECIFICATION.

#### Body.

A roomy body to seat three. Door on near side only. The front edge of the dashboard is finished off with a polished mahogany strip. The back portion of the body is covered with lin rubber for luggage, etc.; all floorboards and stepboards are covered in lin rubber.

#### Trimming.

ONLY first-class hides, coiled springs and curled hair are used. Extra deep cushions and squabs well padded to obtain the maximum amount of comfort. Inside of door is fitted with a pocket.



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- |   |           |   |
|---|-----------|---|
| 16 H.P. CHASSIS with TWO-SEATER Body as illustrated, Hood, Half-Screen, 815×105 Detachable Artillery Wheels, Dunlop Grooved Tyres, Spare Wheel with Dunlop Grooved Tyre, Horn and Number Plates | £417 10 0 | ® |
| 16 H.P. COUPÉ fitted with 820×120 Detachable Artillery Wheels, Dunlop Grooved Tyres, Spare Wheel with Dunlop Grooved Tyre, Horn and Number Plates...  | 525 0 0   |   |

### Painting.

THE paints, varnish and oils are the best procurable. The standard colours are :—

#### PAINTWORK.

Grey .....	Grey or green.
Green .....	Green.

#### TRIMMING.

CUSTOMERS ARE RECOMMENDED TO ADHERE TO THE ABOVE COLOURS, but any deviation from standard will be subject to the following extra charges :—

Painting other than standard ... £5 0 0 extra.

Trimming " " " " ... £5 0 0 extra.

### Hood.

THE Sunbeam Two-Seater Hood is easily opened and closed. The framework is made of "D" shaped steel tubing ; no wood being used in its construction. When up, the hood meets the screen and is secured at the front by two metal stays, and locked by two wing nuts. When down, the hood is securely held by two metal clips to prevent rattle. The material for the cover is of the best quality, and thoroughly waterproof. The hood is supplied complete with detachable side curtains.

### Screen.

A specially wide metal half-screen with quarter-inch plate-glass is supplied as standard. Adjustable to any position.

**Wheels.** DETACHABLE artillery—Size : 815×105. Wire or Steel Wheels if desired can be fitted at an extra cost.

**Tyres.** DUNLOP grooved. An extra price will be charged for tyres other than standard.

**Horn.** BEST quality bulb with deep note. The horn is fitted through the bottom of the wind screen and the bulb is within easy reach of the driver.

**Spare Wheel.** THE spare wheel is carried in a well in the stepboard securely held by special brackets. A Dunlop grooved tyre is fitted as standard.

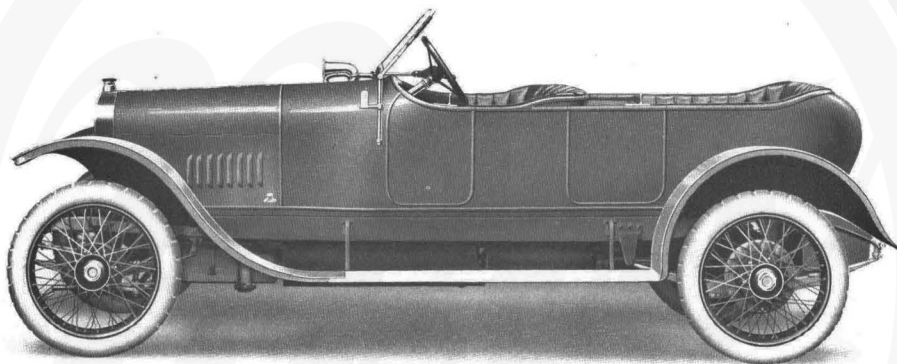
**Tool Kit.** A full equipment of tools is provided. For detailed list see page 44.

For full Chassis specification see page 11.

For list of lamps and accessories see page 48.

## Specification of the 16 H.P. Four-Cylinder Sporting Model.

- Engine.** Special racing type Four-Cylinder, 80 mm. bore, 150 mm. stroke. Cylinders cast *en bloc*. Crankshaft supported by bearings between each throw. High-pressure forced lubrication, entirely automatic. Camshaft driven by silent chain. Magneto and water pump driven by skew gears. Adjustable tappets.
- Gear Box.** Three point suspension; four speeds forward and reverse; gate change; direct drive on top; ball bearings throughout.
- Ignition.** High-Tension Magneto, with advance and retard lever.
- Carburettor.** Special type Claudel Hobson air pressure fed. The pressure is maintained by a small pump driven off the camshaft.
- Back Axle.** Bevel drive, specially constructed to resist severe road shocks, mounted entirely on ball bearings with ball thrusts; the wheels are carried on an outer sleeve so that the differential shafts do not carry any weight.
- Wheels.** 815×105, detachable wire.
- Tyres.** Dunlops 815×105, grooved. An extra price will be charged for tyres other than standard.



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16 H.P. SPORTING MODEL, as illustrated, with 815 x 105 Detachable Wire  
Wheels, Dunlop Grooved Tyres, Spare Wheel with Dunlop Grooved  
Tyre, Half Screen, Horn and Number Plates ... ..

£470 0 0

Ditto, fitted with TWO-SEATER Body ... ..

455 0 0

**Standard  
Dimensions.**

Wheelbase	...	...	...	...	10 ft. 4 in.
Overall length	...	...	...	...	14 ft. 0 in.
Wheel track	...	...	...	...	4 ft. 6 in.
Overall width	...	...	...	...	5 ft. 7 in.

**Finish.**

Brass, as Standard. For Plated finish, including radiator, an extra charge of £3 is made.

### FOUR-SEATER SPORTING MODEL.

As will be seen from the illustration on page 23, this model presents a very sporty appearance, being streamline throughout. The body narrows down from the centre, terminating in an egg shaped back, thereby reducing wind resistance to a minimum. Two doors only are fitted, both on the near side, and have the Sunbeam special door locks, which minimise all possibility of rattle. The seats are as low as possible, being practically on the chassis frame. The front seat is fixed and the body has accommodation for four persons. All dashboard fittings are neatly arranged on a polished mahogany board. The front edge of the dashboard is also finished off with a polished mahogany strip. The stepboards and floorboards are covered in lin rubber and ample provision is made for carrying tools, etc., underneath the back floorboard. A pile carpet mat and adjustable footrest are fitted in the rear portion of the body. Special raked steering. Brake and change speed levers are conveniently placed inside the body. The rear springs are understrung.

## TWO-SEATER SPORTING MODEL.

This Chassis is also supplied with a Two-Seater Sporting Model Body of pleasing design. The seat is fitted as low as possible, and gives an exceptionally comfortable driving position. A door is fitted on the near side only. Sunbeam special door lock. A polished mahogany instrument board is fitted in the dash, and the front edge of the latter is finished off with a polished mahogany strip. The floorboards and stepboards are covered in lin rubber, and ample provision for carrying tools, etc., is made in the rear of the body. It is not possible to fit this model with a dickey seat.

### Painting.

Particulars of standard colours will be seen on page 42.

### Trimming.

Pleated upholstery. Cushions well padded. Coiled springs and best curled hair. Inside of door fitted with pocket.

### Screen.

A small half screen of suitable height fitted with quarter-inch plate-glass.

### Spare Wheel.

This is carried in a well in the stepboard and secured by special brackets.

### Tool Kit.

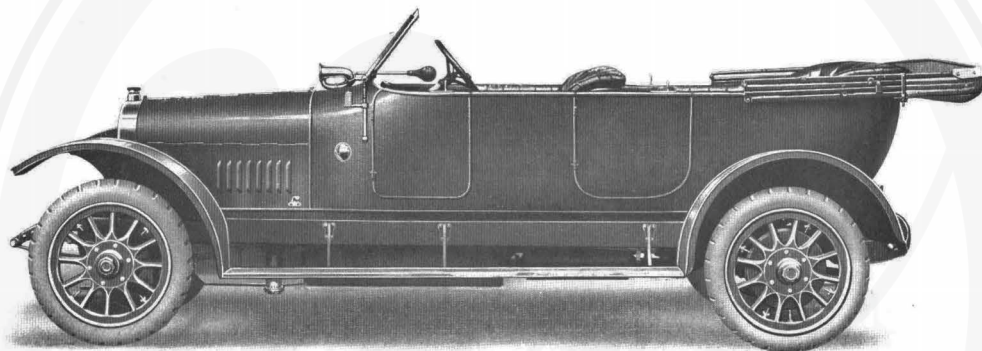
A full equipment of tools is provided. For detailed list see page 44. No hood is supplied on either the 16 H.P. Sporting Four or Two-Seater Models as standard, but the Sunbeam One-Man Hood can be fitted if desired at the usual extra charge.

For list of Lamps and Accessories see page 48.

## General Specification 20 H.P. Chassis.

*Annual Tax 6 Guineas.*

- Engine.** Four-Cylinder, 90 mm. bore, 160 mm. stroke. Cylinders cast *en bloc*. Crankshaft supported by bearings between each throw; valves all on one side and enclosed in dust-proof case. Adjustable tappets. Camshaft driven by silent chain. Magneto and water pump are driven by skew gears.
- Lubrication.** Forced, by gear-driven pump in the sump, with oil indicator on dashboard.
- Ignition.** Dual High-Tension Magneto.
- Carburettor.** Claudel Hobson, air pressure fed. The pressure is maintained by pump driven off the Camshaft.
- Cooling.** Honeycomb radiator, with centrifugal pump and belt-driven fan of improved design.
- Clutch.** Large cone clutch, entirely self-contained, easily adjusted. Two universal joints between engine and gear box.
- Gear Box.** Three point suspension; four speeds forward and reverse, direct drive on top, gate change, ball bearings.
- Brakes.** Internal expanding. The side brakes are operated by a hand lever and are compensating. The shoes are easily renewable. The foot brake is also internal expanding of large diameter and area. Both brakes are easily adjusted, enclosed in dust-proof drums and hold equally well in either direction.
- Axles.** FRONT.—Specially prepared steel “H” section reinforced at spring brackets, fitted with selected steel swivels mounted on a combination of plain and ball bearings.



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20 H.P. CHASSIS with Front Wings, Petrol Tank, 820×120 Detachable Artillery Wheels and Dunlop Grooved Tyres ... ..	£460 0 0
20 H.P. CHASSIS with TORPEDO Body as illustrated, One Man Hood, Half-Screen, 820×120 Detachable Artillery Wheels, Dunlop Grooved Tyres, Spare Wheel with Dunlop Grooved Tyre, Horn and Number Plates ... ..	550 0 0

BACK.—Bevel drive, specially constructed to resist severe road shocks; mounted entirely on ball bearings with ball thrusts, the wheels being carried on an outer sleeve so that the differential shafts do not carry any weight.

**Wheels.** Detachable Artillery are standard, but wire or steel wheels, if desired, can be fitted at an extra cost.

**Tyres.** Dunlops, grooved. Size: 820×120 on open touring models, 880×120 on closed models. An extra price will be charged for tyres other than standard.

**Springs.** Front: Half elliptic. Rear: Three-quarter elliptic. These are anchored at one end and are compensated by large shackles fitted with greasers.

**Control.** Clutch and foot brake pedals on the left and right side of steering column respectively; accelerator pedal is on the right of brake pedal and can be worked in conjunction with the hand throttle lever on the quadrant on the steering wheel, so that the car can be controlled by hand or foot. A second lever controls the ignition.

**Petrol Tank.** Fitted at rear of chassis, capacity 16 gallons.

**Dimensions.** Wheelbase ... 10 ft. 10 in. Overall length ... 15 ft. 3 in.  
Wheel track ... 4 ft. 7 in. Overall width ... 5 ft. 8 in.

**Finish.** Brass, as Standard. For plated finish including Radiator, an extra charge of £3 is made.

For detail specification of Torpedo Body, see page 14.

List of Lamps and Accessories see page 48.

## Sunbeam Closed Carriages.

**S**UNBEAM Cars have always been noted for the excellence of their coachwork, and both the open and closed carriages will compare with any others for design, finish and comfort. Our designs embody the latest practice, and are the result of many years' experience. The materials used are the best it is possible to obtain, the timber is specially selected and thoroughly seasoned. The whole of the paintwork is carried out under exceptionally favourable conditions—the Works being situated on the extremity of the town, where the atmosphere is free from smoke and smuts. Special care is exercised during the varnishing and finishing operations to prevent dust entering the varnishing rooms.

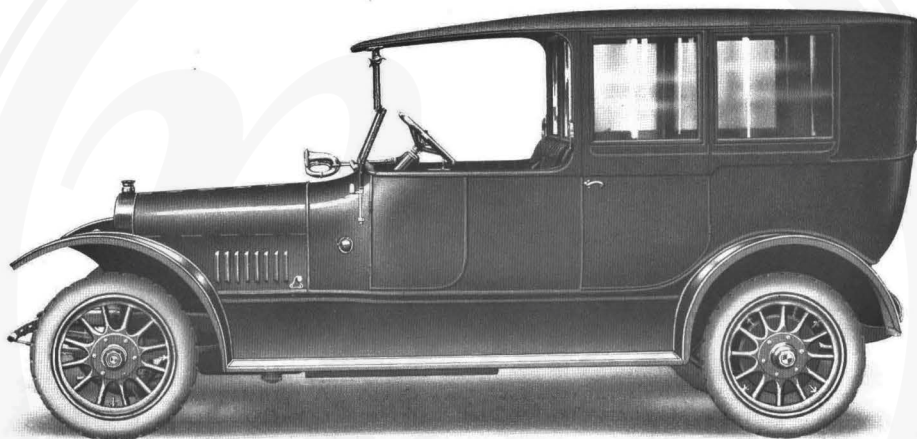
### SPECIFICATIONS.

**SINGLE LANDAULETTE.** This type of carriage is suitable for town work and quiet touring. When open it has the advantages of a touring car. It is constructed of the best seasoned framing, and is recessed over the rear wheels to give plenty of room in the back seat, which has provision for three persons. A tip-up seat to accommodate an additional passenger inside is fitted as standard. The head is of the best grained enamelled leather, and the roof is fitted with a luggage rail. Metal valances between the stepboards and the frame. The interior fittings include detachable pile carpet, electric roof light with switch, companion case and glove tray, side arm rests, silk cord rack, pockets, etc. The floorboards and stepboards are covered



in lin rubber, and a polished mahogany instrument board is fitted in the dash. Provision for the tools is made underneath the driving seat, and the stepboard is fitted with a box, which acts as a step to reach the roof of the body and is large enough to carry a petrol tin.

**LIMOUSINE LANDAULETTE.** The Sunbeam Limousine Landaulette is the most useful form for touring of this type of carriage. The body, which is constructed of the best seasoned framing, has a very roomy interior and has accommodation for seven persons. In addition to the main seat, which is wide enough to carry three, two folding emergency seats of improved design are fitted, which allow the passengers to sit facing forward. The windows, which can be readily secured in any position by turning a small lever, are of the frameless type, and slide in velvet grooves. The method of folding the head is of the latest type and is easy to manipulate. There are no outside joints exposed, these being hidden underneath the leather head, which is of the best grained enamelled hide. Special provision has been made for the head, when dropped, to lie flat and compact. Metal valances are fitted between the stepboards and the frame. The roof has a luggage rail, and the interior fittings include detachable pile carpet, electric roof light with switch, companion case, side arm rests, glove tray, silk cord rack, pockets, etc. The floorboards and stepboards are covered in lin rubber, and a polished mahogany instrument board is fitted in the dash. Provision for carrying the tools is made underneath the driving seat. The stepboard is fitted with a box which also acts as a step to the roof of the body. This box is large enough to carry a petrol tin. The Limousine Landaulette body is fitted on the 16 H.P., 20 H.P. and 30 H.P. Chassis. When supplied on the 16 H.P. chassis, the two emergency seats are of

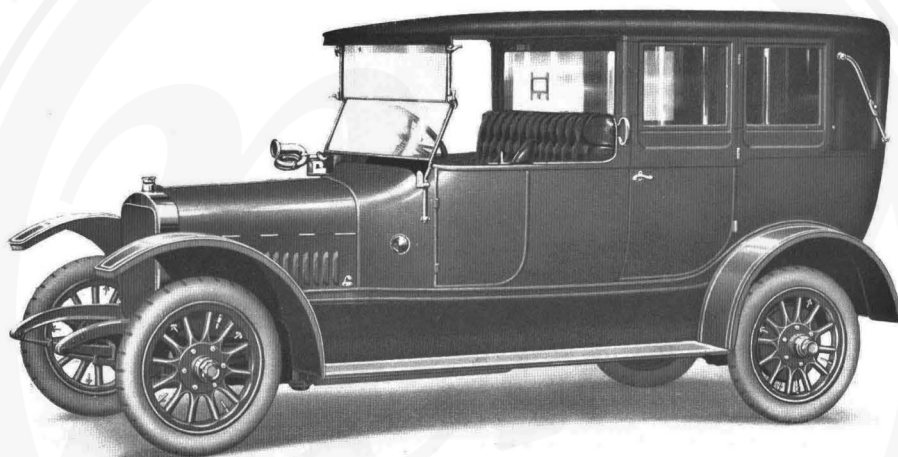


## INSTITUTE

16 H.P. SINGLE LANDAULETTE, fitted with 820×120 Detachable Artillery Wheels, Dunlop Grooved Tyres, Spare Wheel with Dunlop Grooved Tyre, Horn and Number Plates ... ..	£530	0	0
16 H.P. LIMOUSINE LANDAULETTE, with above equipment ... ..	560	0	0
20 H.P. LIMOUSINE LANDAULETTE fitted with 880×120 Detachable Artillery Wheels, Dunlop Grooved Tyres, Spare Wheel with Dunlop Grooved Tyre, Horn and Number Plates '... ..	675	0	0

the tip-up type, which allow the passengers to sit facing one another. The 30 H.P. Limousine Landaulette is supplied on a long wheelbase chassis, and the dash is faced with sheet aluminium on both sides. An illustration of the Sunbeam Limousine Landaulette body will be found on page 31.

**CABRIOLET.** This carriage will be found most useful when all the advantages of an entirely open and closed body are required, and the system for folding the hood renders the operation quite an easy matter. When open, the head lies flat and compact, giving practically the appearance of an open touring car. When closed, the body affords the same protection as an ordinary Landaulette. The body is constructed of the best seasoned framing, and the inside is capable of carrying five persons. In addition to the main seat, which is wide enough to carry three, two folding emergency seats of improved design are fitted, allowing the passengers to sit facing forward. No woodwork is fitted to the windows, which can be readily secured in any position, and every precaution has been taken to avoid rattle. Metal valances between the stepboards and the frame. The head is of the best grained enamelled leather, and the inside fittings include electric roof light with switch, companion case, glove box, side arm rests, silk cord rack, pockets, etc. A speaking flap is fitted as standard in the window immediately behind the driver. The footboards and stepboards are covered in lin rubber, and a polished mahogany instrument board is fitted in the dash. The Cabriolet body is fitted on the 16 H.P., 20 H.P., and 30 H.P. (long wheelbase) Chassis. When fitted on the 16 H.P. Chassis, the two emergency seats are of the tip-up type, allowing the passengers to sit facing one another. The 30 H.P. Cabriolet is fitted on a long wheelbase Chassis, and the dash is faced with sheet aluminium on both sides. An illustration of the body is shown opposite.

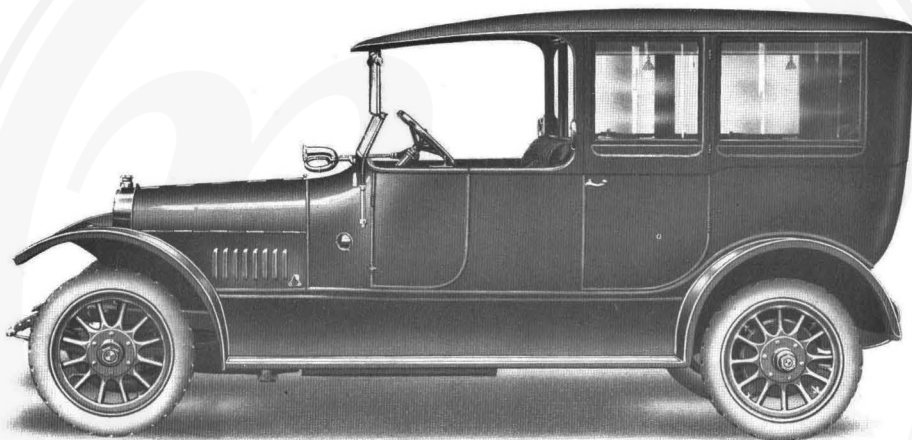


INSTITUTE

16 H.P. CABRIOLET fitted with 820×120 Detachable Artillery Wheels, Dunlop Grooved Tyres, Spare Wheel with Dunlop Grooved Tyre, Horn and Number Plates ...	...	...	...	...	...	...	...	...	...	£590	0	0
20 H.P. CABRIOLET fitted with 880×120 Detachable Artillery Wheels, Dunlop Grooved Tyres, Spare Wheel with Dunlop Grooved Tyre, Horn and Number Plates ...	...	...	...	...	...	...	...	...	...	715	0	0

**LIMOUSINE.** This is an elegant closed carriage of handsome design, particularly suited for town work, and the interior has accommodation for five passengers. In addition to the main seat, which is wide enough to carry three, two folding emergency seats of improved design are fitted, allowing the passengers to sit facing forward. All windows, which can be readily secured in any position, are of the frameless type and slide in velvet grooves, giving the advantage of both light and appearance. A large window is provided at the rear of the body. The stepboards and floorboards are covered in lin rubber, and a polished mahogany instrument board is fitted in the dash. A roof luggage rail is not fitted as standard, but can be supplied at the usual extra charge if desired. Provision is made for carrying the tools underneath the driving seat, and when a roof luggage rail is specified a suitable box step is fitted on the stepboard. This box is sufficiently large to carry a petrol tin, and is painted to match the car. Metal valances between stepboards and the frame. The interior fittings include detachable pile carpet, electric roof light with switch, companion case, glove box, side arm rests, silk cord rack, pockets, etc. The Limousine body is fitted on the 16 H.P., 20 H.P. and 30 H.P. (long wheelbase) Chassis. When fitted to the 16 H.P. Chassis, the two emergency seats are of the tip-up type, allowing the passengers to sit facing one another. The 30 H.P. Limousine is supplied on an extra long wheelbase Chassis. It has a special domed roof, and the dash is faced with sheet aluminium on both sides. An illustration of the Limousine body appears on the opposite page.

**COUPÉ.** The Sunbeam Coupé is of exceptionally neat design and is capable of seating three persons. The seat is very low and comfortable. A door is fitted on the near side only. The whole of the head folds down with



INSTITUTE

16 H.P. LIMOUSINE fitted with 820×120 Detachable Artillery Wheels, Dunlop Grooved Tyres, Spare Wheel with Dunlop Grooved Tyres, Horn and Number Plates	... ..	£570	0	0
20 H.P. LIMOUSINE fitted with 880×120 Detachable Artillery Wheels, Dunlop Grooved Tyres, Spare Wheel with Dunlop Grooved Tyre, Horn and Number Plates	... ..	685	0	0

the exception of the two front pillars which support the screen. When folded down the head lies flat, giving all the advantages of an open car. The windows are of the frameless type and can readily be fixed in any position. The screen is hinged at the top and made to open outwards, and to close on to the fixed bottom half. The head is of the best grained enamelled leather. A dickey seat for two persons is fitted. There is also ample provision for carrying tools, etc. Metal valances between the stepboards and the frame. The footboards and stepboards are covered in lin rubber, and the dash is fitted with a polished mahogany board for instruments, etc. The Coupé body is fitted only on the 16 H.P. Chassis.

**Painting.** Supplied in any of the standard colours given on page 42. For striped painting or delicate colours an extra charge will be made. Quotations for special colour schemes given on application.

**Upholstery.** Either leather or cloth, to customer's selection, the trimming being finished with the best silk laces throughout. Coiled springs and best curled hair. Extra deep cushions, well padded to secure the utmost comfort.

**Finish.** Metal work finished in brass as standard.

**Companion Cases.** These are trimmed to match the interior upholstery, and contain mirror, memorandum book and pencil, card case, and ash tray.

## General Specification 30 H.P. Chassis.

*Annual Tax 8 Guineas.*

**T**HE 30 H.P. Chassis is made with the choice of two wheelbases, the object being to give a Chassis suitable for either a Touring Model (short wheelbase), Landalette, Cabriolet or Limousine (long wheelbase). The 30 H.P. long wheelbase Chassis is supplied with a special dropped frame, and the dash of both models is faced with sheet aluminium on each side.

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

**Lubrication.** Forced by gear driven pump in sump, with oil indicator and regulator on dash board.

**Ignition.** Dual High-Tension Magneto with two separate distributors.

**Carburettor.** Claudel Hobson, air pressure fed. The pressure is maintained by a pump driven off the camshaft.

- Cooling.** Honeycomb radiator, with centrifugal pump of improved design and belt-driven fan.
- Clutch.** Large cone clutch, entirely self-contained; easily adjusted. Two universal joints between engine and gear box.
- Gear Box.** Three point suspension four speeds; forward and reverse, direct drive on top, gate change; ball bearings.
- Brakes** Internal expanding. The side brakes are operated by a hand lever and are compensating. The shoes are easily renewable. The foot brake is also internal expanding of large diameter and area. Both brakes are easily adjusted, enclosed in dust-proof drums, and hold equally well in either direction.
- Axles.** FRONT.—Specially prepared steel of "H" section re-inforced at spring brackets, fitted with selected steel swivels mounted on a combination of plain and ball bearings.  
BACK.—Bevel drive, specially constructed to resist severe road shocks, mounted entirely on ball bearings with ball thrusts, the wheels being carried on an outer sleeve so that the differential shafts do not carry any weight.
- Wheels.** Detachable artillery are standard, but wire or steel wheels if desired can be fitted at extra cost.



- Tyres.** Dunlop grooved. Size, 880 × 120 on open touring models; 895 × 135 on closed models. An extra price will be charged for tyres other than standard.
- Springs.** Front:—Half elliptic. Rear:—Three-quarter elliptic. These are anchored at one end and are compensated by large shackles fitted with greasers.
- Control.** Clutch and foot brake pedals are on the left and right-hand side steering column respectively; accelerator pedal is on the right of brake pedal and can be worked in conjunction with the hand throttle lever on quadrant on steering wheel, so that the car can be controlled by hand or foot. A second lever controls the ignition.
- Petrol Tank.** Fixed at rear of Chassis. Capacity, 16 gallons.
- Dimensions.** Wheelbase ... 11 ft. 8½ in. Overall length ... 16 ft. 3 in.  
Wheel track ... 4 ft. 7 in. Overall width ... 5 ft. 8 in.  
Long Chassis 8 inches longer.
- Finish.** Brass; for plated finish, including radiator, an extra charge of £3 is made.
- Self-Starter.** The Sunbeam Air Compressed Self-Starter can be fitted to this model. Price £40 extra.

## Prices of 30 H.P. Models.

CHASSIS.	With Front Wings, Petrol Tank, four 880×120 Detachable Artillery Wheels and Dunlop Grooved Tyres ... ..	£585	0	0
CHASSIS.	As above, but with Long Wheelbase ... ..	595	0	0
TORPEDO.	One-Man Hood, Half Screen, 880×120 Detachable Artillery Wheels, Dunlop Grooved Tyres, Spare Wheel with Dunlop Grooved Tyre, Horn and Number Plates	675	0	0
LIMOUSINE LANDAULETTE.	On Long Wheelbase Chassis, 895×135 Detachable Artillery Wheels, Dunlop Grooved Tyres, Spare Wheel with Dunlop Grooved Tyre, Horn and Number Plates ... ..	800	0	0
CABRIOLET.	On Long Wheelbase Chassis, 895×135 Detachable Artillery Wheels, Dunlop Grooved Tyres, Spare Wheel with Dunlop Grooved Tyre, Horn and Number Plates...	845	0	0
SALOON LIMOUSINE.	On Long Wheelbase Chassis, 895×135 Detachable Artillery Wheels, Dunlop Grooved Tyre, Spare Wheel with Dunlop Grooved Tyre, Horn and Number Plates ... ..	850	0	0

# 1915 Sunbeam Standard Colours.

## PAINTING AND TRIMMING.

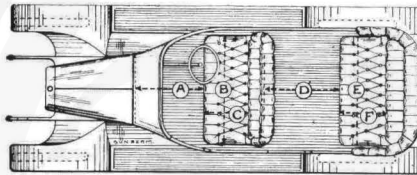
TYPE.	TYPE.	TYPE.
Ref. No. 16 H.P.	Ref. No. 20 H.P.	Ref. No. 30 H.P.
No. 1 Ailsa Grey, picked out Darker Grey. Trimmed either Green or Grey leather.	No. 1 Ailsa Grey, picked out Darker Grey. Trimmed either Green or Grey leather.	Any colour with the exception of White, Cream or Striped. Trimmed any colour.
No. 11 Dark Green, picked out Black, Trimmed Green leather.	No. 8 Brown, picked out Black, Trimmed Brown leather.	
	No. 11 Dark Green, picked out Black. Trimmed Green leather.	
	No. 12 Blue, picked out Black. Trimmed Dark Blue leather.	
	No. 13 Carmine, picked out Black. Trimmed Dark Red leather.	

An extra charge of £5 is made for painting Cars any colour other than standard (except White, Cream or Striped), and an extra charge of £5 is made for deviation of trimming other than Standard.

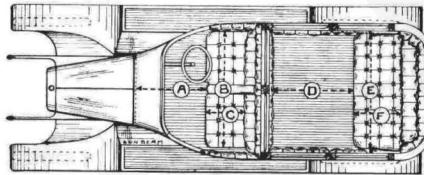
A quotation will be given for painting Bodies in stripes or any special colour schemes.

Fine lines £1 extra.

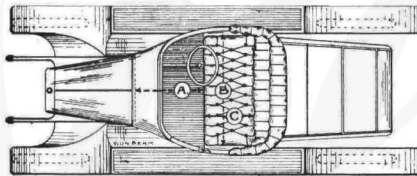
## Plan of Seating Accommodation.



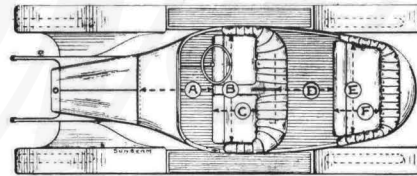
TORPEDO.



ENCLOSED CAR.



COUPE AND TWO-SEATER.



SPORTING MODEL FOUR-SEATER.

H.P.		A	B	C	D	E	F	H.P.		A	B	C	D	E	F
16	Two-Seater ..	28"	45"	19"				20	Double Landaulette..	28"	46"	19"	34½"	45"	21"
16	" " Sporting ..	30"	39"	18"				30	" " " " ..	28"	46"	19"	37½"	45"	21"
16	Four-Seater ..	30"	39"	18"	28"	35"	17"	16	Limousine ..	28"	46"	19"	32"	45"	21"
16	Coupe ..	28"	47"	18"				20	" " " " ..	28"	46"	19"	34½"	45"	21"
16	Torpedo ..	25½"	42"	19"	30"	44"	21"	30	" " " " ..	28"	46"	19"	37½"	45"	21"
20	" " } Adjustable	25½"	42"	19"	31½"	44"	21"	16	Cabriolet ..	28"	46"	19"	32"	45"	21"
30	" " } Leg-room	25½"	42"	19"	31½"	44"	21"	20	" " " " ..	28"	46"	19"	34½"	45"	21"
16	Single Landaulette ..	28"	46"	19"	28"	45"	21"	30	" " " " ..	28"	46"	19"	37½"	45"	21"
16	Double Landaulette ..	28"	46"	19"	32"	45"	21"								

## List of Tools supplied with each Sunbeam Car.

- |   |                                       |
|---|---------------------------------------|
| 1 Double-ended Spanner each $\frac{1}{4}$ , $\frac{5}{16}$ , $\frac{3}{8}$ and $\frac{1}{2}$ -inch. | 1 Funnel.                             |
| 2 $\frac{5}{8}$ -inch Locking Spanners.   | 1 Oil Can.                            |
| 2 Box Spanners and Tommy Bar.   | 1 Wiper.                              |
| 2 Tyre Levers.  | 1 Jack.                               |
| 1 Hammer.   | 1 Peg Spanner for removing Back Hubs. |
| 1 Screw-driver.   | 1 Special Hub Cap Spanner with Cam.   |
| 1 Adjustable Spanner.   | 1 Pump (Tyre).                        |
| 1 Pair Pliers.  | 1 Box of Nuts, Bolts and Washers.     |
| 1 Special Spanner for removing Star Driver.   | 1 Undershield Hook.                   |
| 1 Large Open-ended Spanner for Clutch Nut.  | 1 Spanner for Carburettor.            |
|   | 1 Screw-driver for Diffuser.          |

## Guarantee and General Remarks.

We are pleased to give intending purchasers every opportunity to inspect our cars at the works, where they can see all the parts being made. We use every effort to deliver cars on the date promised, but we cannot accept any responsibility for delay, although if this should exceed two months the order may be cancelled if desired and the deposit refunded.

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

All parts of our cars are made to standard sizes and are interchangeable.

The chassis we supply are intended to be fitted with bodies similar in weight and general character to those shown in our illustrations and if other bodies are fitted from outside sources materially differing from those illustrated in this catalogue we do not take any responsibility for the springs sagging, etc.

**GUARANTEE.**—The following guarantee is given in lieu of any guarantee or warranty implied by Statute or otherwise, and no other guarantee or warranty whatsoever is given or is to be implied.

The Company guarantees that all precautions that are usual and reasonable have been taken to secure excellence of materials and workmanship. In case any chassis or car or any part thereof should appear to be defective, the Company does not accept responsibility for consequential damages, but undertakes to repair and make good, free of charge, any chassis or car sold by them, or any part thereof, which may be found to be defective in material or workmanship, subject to the following

conditions :—This guarantee is limited to defects of which notice in writing is given to the Company within a period of 12 months from the date when the chassis or car was completed and delivered new from the Company's works.

The defective chassis, car, or part thereof is to be returned by the purchaser (carriage paid or otherwise at his own expense) to the Company's works at Wolverhampton with an advice under separate cover stating the number of the chassis, as shown by the Company's name plate, the date and place of purchase, and the nature of the alleged defect or want of repair. Parts returned to the Works without such advice cannot be dealt with and lie here entirely at purchaser's risk.

The Company must be satisfied that the breakage or alleged defect is within the terms of this guarantee, and in no case does the Company undertake to make good, free of charge, defects caused by wear and tear, misuse or neglect. The Company is not responsible for any expense the purchaser may be put to in removing any part to be sent for inspection or in replacing the same, or any new part supplied in lieu thereof.

Where cars are purchased through a Dealer, the complaint should be addressed to him, as the Company's " Agents " are only so called in a complimentary sense ; but to save time the Company usually deals with matters arising under their guarantee, if sent direct to them, provided the name of the " Agent " or Dealer be given in the advice in addition to the other particulars. This Guarantee only applies to cars sold through authorised channels.

ACCESSORIES.—All Sunbeam Accessories bear the Company's name and are covered by the above guarantee. The Company does not warrant or guarantee accessories, including Lighting Sets, not made by them ; if a customer wishes to have other accessories fitted to a car, the Company will take every care to carry out his

instructions, but does not accept responsibility either for the accessories or for the method of fixing. Many of these accessories are novelties with which the Company's workmen are unfamiliar, and should be fixed (if at all) by people who are acquainted with them; all accessories forwarded to the works to be fitted to cars must be sent carriage paid and must have a label attached bearing the number of the car, together with an advice, otherwise the Company cannot accept responsibility for such accessories.

AGENTS.—The term " Agent " applied to a Dealer in the Company's cars is used in a complimentary sense only, and the relationship of principal and agent does not in fact exist between the Company and the Dealer. The Dealer is not authorized to act on behalf of the Company, nor to give any warranty nor make any representation to a purchaser on the Company's behalf.

DELIVERY.—At the Works, Wolverhampton.

TERMS.—One-tenth with order, balance on delivery of car at our works.

PAYMENT.—Cash on receipt of invoice with notification that the car is ready for delivery. If the payment of same after notification is not made within seven days we reserve the right of selling the car.

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## Repairs and Replacements.

We have a separate section of the works entirely devoted to repairs, and give careful attention to cars entrusted to us for general repairs and overhauling, undertaking to complete the work with the utmost despatch.

We are also in a position to supply spare parts on short notice.

Worn parts sent as patterns or taken off cars during repairs are not returned unless specially instructed at time of ordering.

## Prices of Extras and Fittings.

Hood, one man type ...	£17 10 0	Head Light Brackets ...	£1 10 0
Hood, ditto, with division ...	19 0 0	Wiring up (only) for Electric	
Hood, twill for two seater ...	12 10 0	Side and Tail Lamps ...	1 12 6
Hood Envelope ...	1 10 0	Metal Side Shields ...	3 10 0
Half Wind Screen ...	6 6 0	Leather Shield at back of	
Rotax - Leitner Dynamo		driver's seat ...	1 5 0
Lighting Set, brass, inclu-		Leather Panel Pouch ...	2 17 6
ding dash lamp, inspection		Tonneau Cover ...	2 15 0
lamp and head light		Waterproof Covers for seats	10 0 0
brackets ...	37 0 0	Holland Covers for seats ...	7 10 0
Ditto, plated ...	39 0 0	Waterproof Covers for inside	
Ditto, black plated ...	40 0 0	Landaulette ...	6 0 0
Extra for Beatonson No. 114		Holland Covers for inside	
Detachable Folding Screen		Landaulette ...	4 0 0
in place of Standard Half		Waterproof Covers for two	
Screen ...	5 5 0	seater ...	4 10 0
Supplying and fitting Irons		Fitting (only) Gabriel Horn,	
for Back Screen ...	2 10 0	or Electric Horn ...	1 0 0
Spare Wheel ...	5 5 0	Fitting (only) Speedometer	0 15 0
Wire Wheels ...	7 10 0		

Aluminium Matting on floor boards ... ..	£2 5 0
Dickey Seat ... ..	7 10 0
Number Plates and Painting	0 10 0
Aluminium Number Plates	1 0 0
Generator Box, painted ...	0 12 6
Accumulator Box, painted...	0 12 6
Folding Luggage Carrier ...	4 4 0
Luggage Rail for two seater	3 0 0
Silk Blinds for Landauette	6 10 0
Speaking Tube ... ..	3 0 0
Storm Curtains for Landauette ... ..	4 10 0
Monogram, per letter ...	0 5 0
Crest ... ..	1 10 0
Colonial Chassis and specially large Radiator ...	7 10 0
Lamps Painted to Match Car	1 0 0
Plated Fittings ... ..	3 0 0
Larger Wheels than Standard ... ..	1 0 0

Extra for Steel Wheels in lieu of Artillery —

815×105	per set	£4 0 0
820×120	... ..	4 15 0
880×120	... ..	5 5 0
895×135	... ..	5 15 0
920×120	... ..	6 5 0
Clock ... ..	...	3 3 0
Speedometer, Sunbeam-Smith		7 0 0
Communication Flap ...		2 5 0
Cocoanut Mat for front ...		0 12 6
Sheepskin Mat for Landauette ... ..	...	2 5 0
Domed Wings ... ..	...	5 0 0
Houdaille Suspension ...		14 0 0
Klaxon Horn, brass ...		8 12 0
	plated ...	9 2 6
	black plated	9 2 6
Petrol Can and Clips ...		0 10 0