

*The exhilarating new*  
SUNBEAM RAPIER



# *The Supreme* SUNBEAM RAPIER

*. . . the most exciting car for years*

Here is a brilliant new Sunbeam model, new in its conception of style, comfort and performance. The genius of Sunbeam engineering, the experience of world rally successes and the famous Sunbeam craftsmanship are now combined in the new Rapier, a luxury hard-top saloon with a sparkling sports performance and remarkable road-holding qualities.

The long, low lines of the Sunbeam Rapier mark a radical advance in light saloon car design. A compact wheelbase and low centre of gravity give the Sunbeam Rapier astonishing stability. It hugs the road tightly, clings to the curves, rides smoothly over the roughest surfaces with the grace and ease of a true thoroughbred. The complete feeling of security at any speed is a revelation and a constant delight.

The Sunbeam Rapier engine, powerful, economical, silk-smooth in operation and very efficient, was developed by Sunbeam engineers for an extra lively road performance. It has vivid acceleration, ample power for the stiffest hills and gives the Rapier a top speed around 90 m.p.h. Its flexible performance is still further improved by the standard fitting of Overdrive designed expressly for the Sunbeam Rapier.

The interior of the Sunbeam Rapier is spacious and luxuriously comfortable, with a sweeping view through wide all-round vision windows and generous room to seat four. A 'step-down' floor gives ample head-room and freedom for the legs. The contoured seats are sprung and cushioned with foam rubber and all the appointments and furnishings are of the finest quality, with stylish two-tone trims.

Despite its sparkling road performance, the Sunbeam Rapier is simple and safe to drive. The control panel is a masterpiece of simplicity and efficiency, with an exceptional equipment of instruments. The trim steering wheel has a half-circular horn ring and there is finger-tip synchromatic gear change. There is hydraulic clutch control for ultra-smooth engagement, also pendant-type pedals and many other innovations which make driving easier and more enjoyable.

In every respect, the Sunbeam Rapier is certainly the finest value of any four-seater saloon with a sports performance.

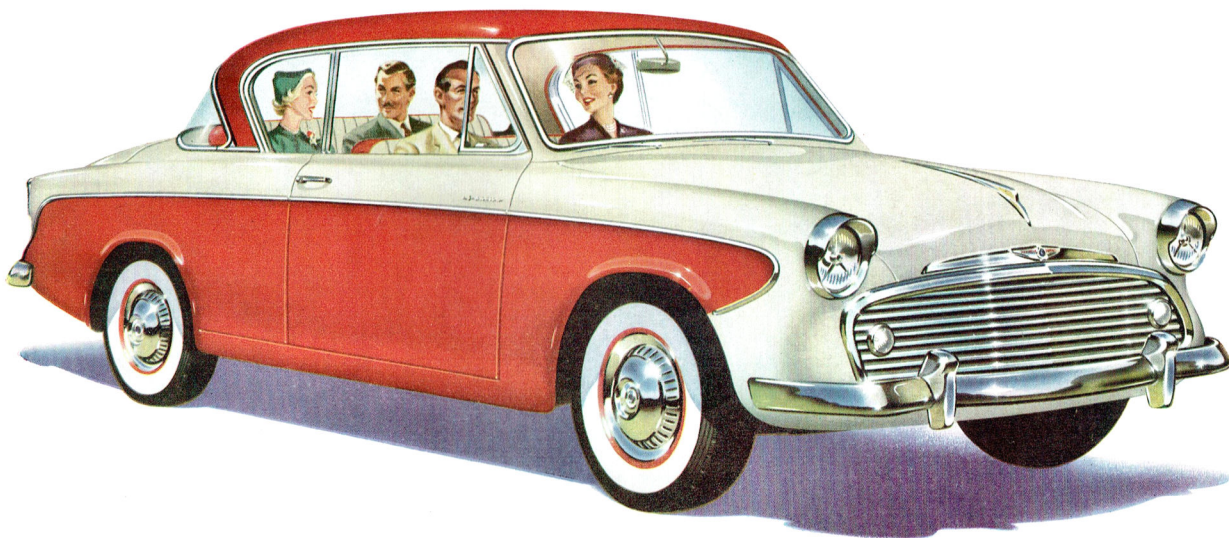
## ***Styled for elegance and action***

The quality and grace of Sunbeam performance are evident in the fleet, flowing lines of the Rapier. The harmony of its proportions, from the elegant front grille and sloped bonnet to the modern swept-round rear-window, will satisfy the most style-conscious driver.

This is modern car design at its best. The overall balance and harmony are echoed in all the stylish details. Headlamps and tail lamps, with polished cowls, are neatly recessed and separate side lamps are framed in the front grille. A waistline of colour accentuates the long and lovely contours of the new Sunbeam Rapier.

***extra lively in its performance . . . rock-steady in its ride***

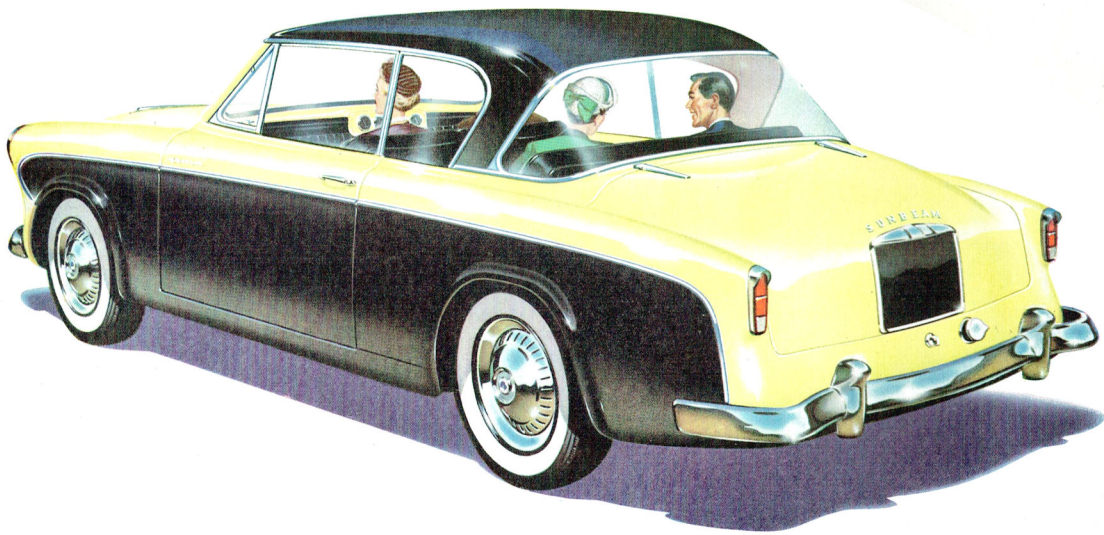




White-wall tyres and overriders are available as extras

***'Overdrive' fitted as standard — operates on top and third gears***





### *Designed with a view*

The Sunbeam Rapier is smart, elegant and modern in design. As shown above, the smooth, unbroken contours contain built-in rear lamps and wrap-round bumpers for full protection. There is excellent visibility through the curved screen and an exceptional

open view all round. The door windows and rear quarter-lights wind down easily to suit the weather. When they are fully open, the Sunbeam Rapier is almost an open car. When the windows are closed, you have a snug, draught-proof saloon!

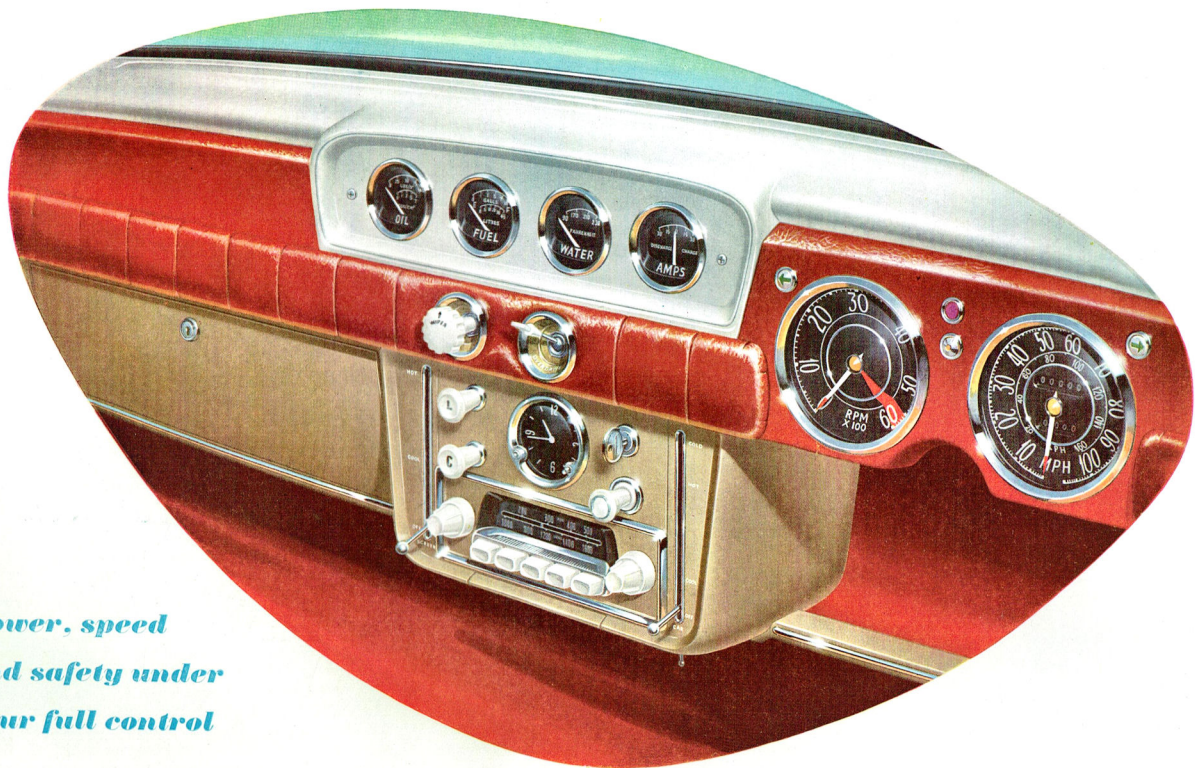


***Power, speed  
and safety under  
your full control***

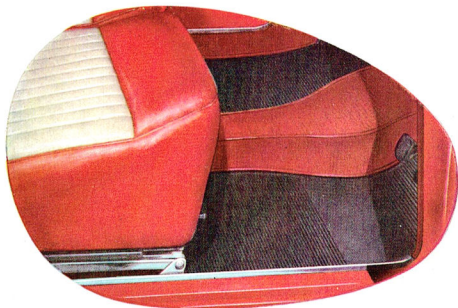
Stylish, compact and beautifully equipped, the control panel of the Sunbeam Rapier is designed for high performance driving. In addition to a speedometer and fuel and oil gauges, the lavish equipment includes as standard: revolution counter, ammeter, thermometer, two-speed wind-screen wipers and cigar lighter.

All the instruments and controls are logically arranged for quick, easy

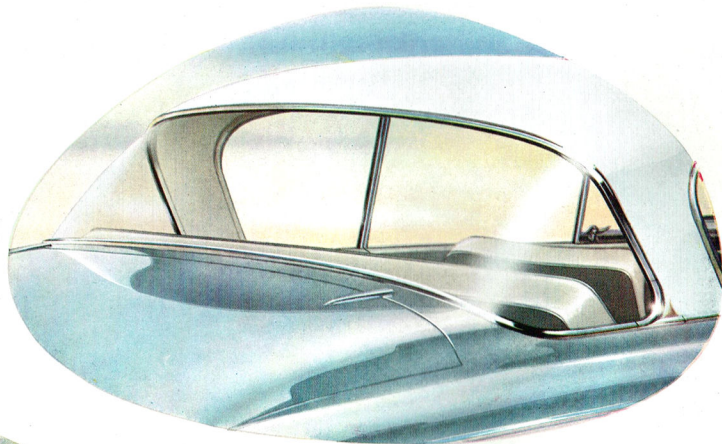
reading and instant use. A turn of the ignition key automatically starts the engine, while the flick of a switch engages and disengages Overdrive. You have a side and headlamp switch, a panel floodlight switch, a choke control and there is also provision for radio, heater and clock as extras. A glove box which can be locked and two parcels shelves accommodate personal effects, and the fascia is handsomely trimmed in leather cloth.







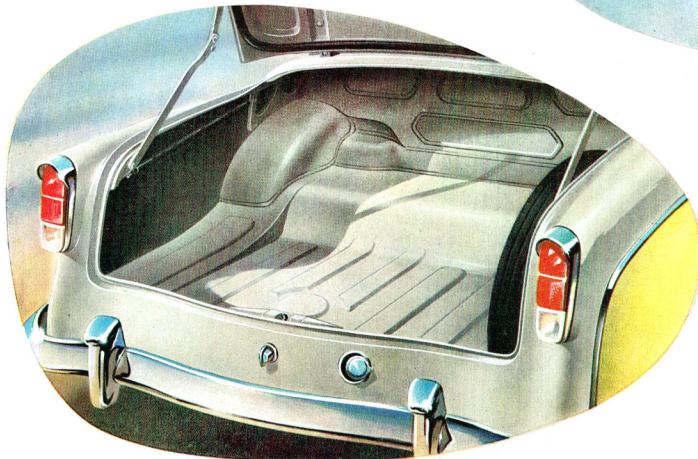
*Step-down floor permits maximum head and leg room – easier to get in and out.*



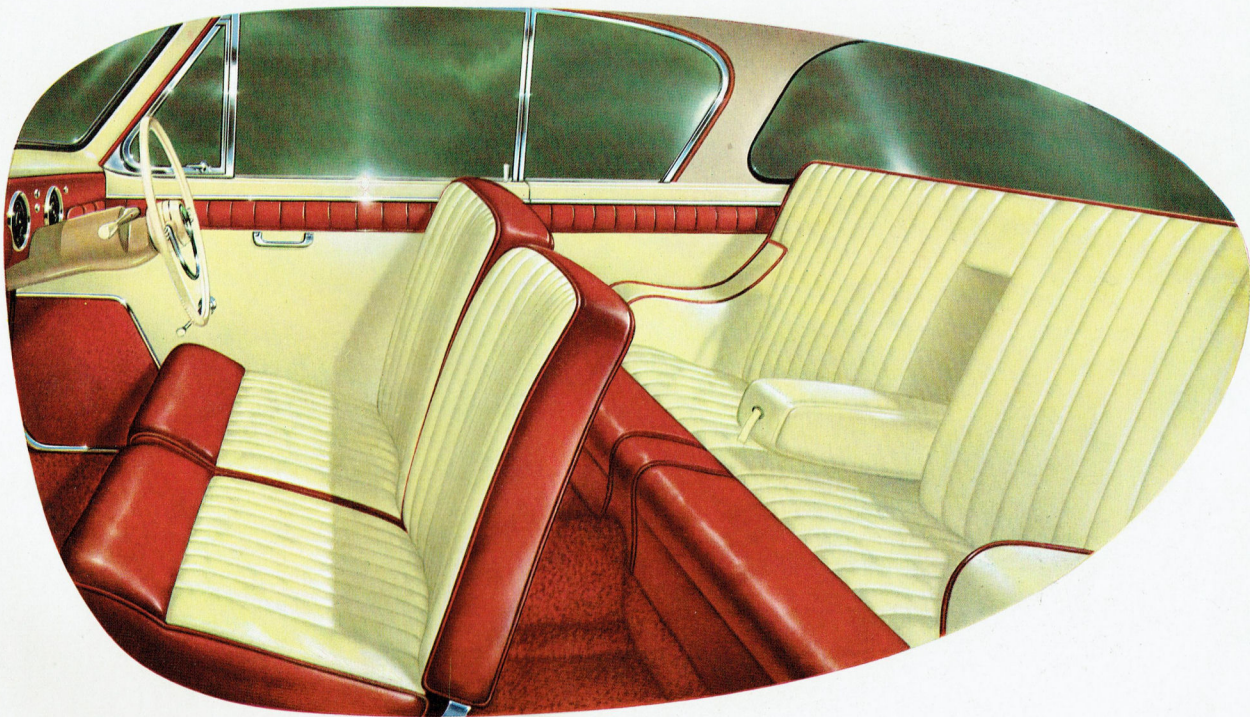
### ***Luxury and comfort with colour harmony***

Passengers appreciate the wide parcels shelf behind the rear seat, another Rapier luxury feature. The swept-round curved rear window gives a perfect view of the road behind and a clear view of overtaking vehicles in the driving mirror. It is simple to reverse, easier and safer to park in the Sunbeam Rapier – with all-round vision!

You can stow all your luggage safely in the capacious luggage compartment. The spring-assisted lid opens easily, and the slam-type lock has a separate key. Luggage and spare wheel are protected against weather and theft.







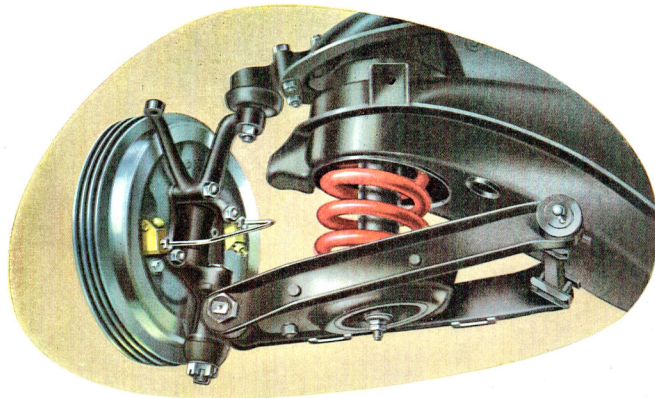
The interior of the Sunbeam Rapier has quality, style and superb comfort, with handsome furnishings and fine appointments.

The seats, upholstered in leather to match the interior trim, are cradled within the wheelbase, sprung and cushioned with foam rubber. The twin seats in front are fully adjustable and tilt forward for easy access to the rear compartment.

The floor is closely fitted with rich carpet, underlay and tread mats. The doors are double locking, with neatly-styled pulls and press-button handles. A courtesy light switches on when doors are opened. Ventilation can be controlled to any degree by winding windows, adjustable quarter-lights and also by a panel control. Washable headlinings, ashtrays, fascia locker, parcel shelves and many other amenities complete the luxury of Sunbeam travel.

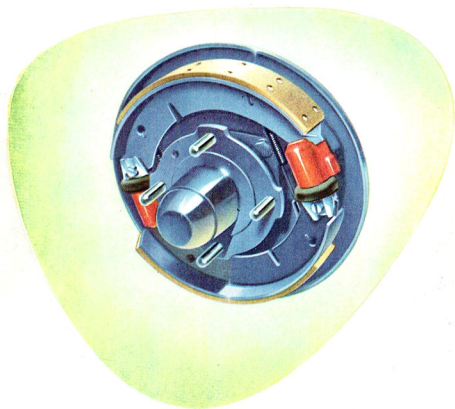
Right or Left-hand drive available according to market requirements



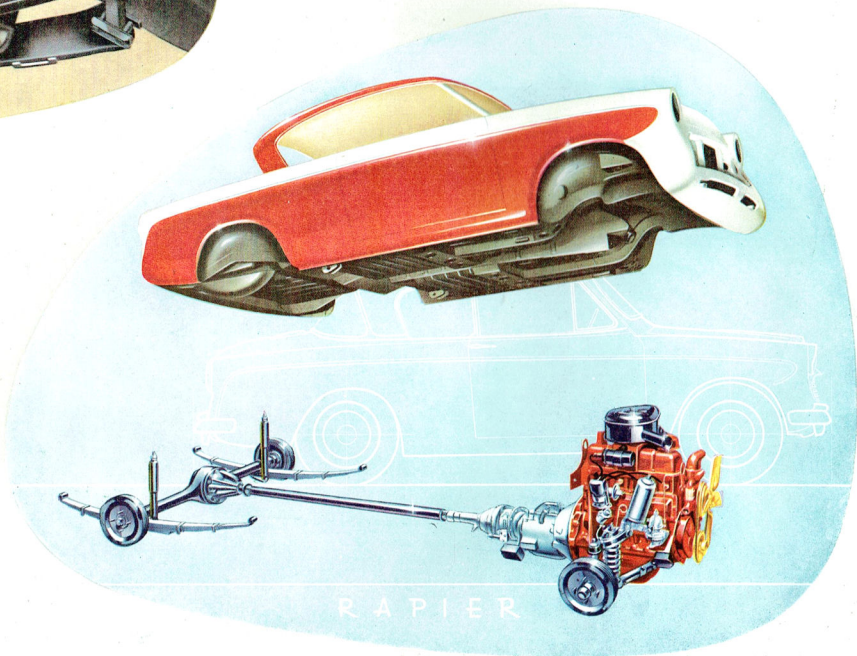


The great stability and exceptional road-holding qualities of the Sunbeam Rapier are actively assisted by the new coil spring front suspension. The simpler construction has a longer working life, is easier to maintain and service. Telescopic shock absorbers make a valuable contribution to suspension efficiency.

The Sunbeam Rapier has unitary construction, the safest and strongest form of body-chassis structure. The new design utilises a unique combination of longitudinal and transverse members welded in such a way that stresses are more equally distributed and torsional strength is very high. The 'step-down' floor incorporated in the chassis gives a low centre of gravity with increased stability and interior roominess. The body is fully protected against rust and corrosion.

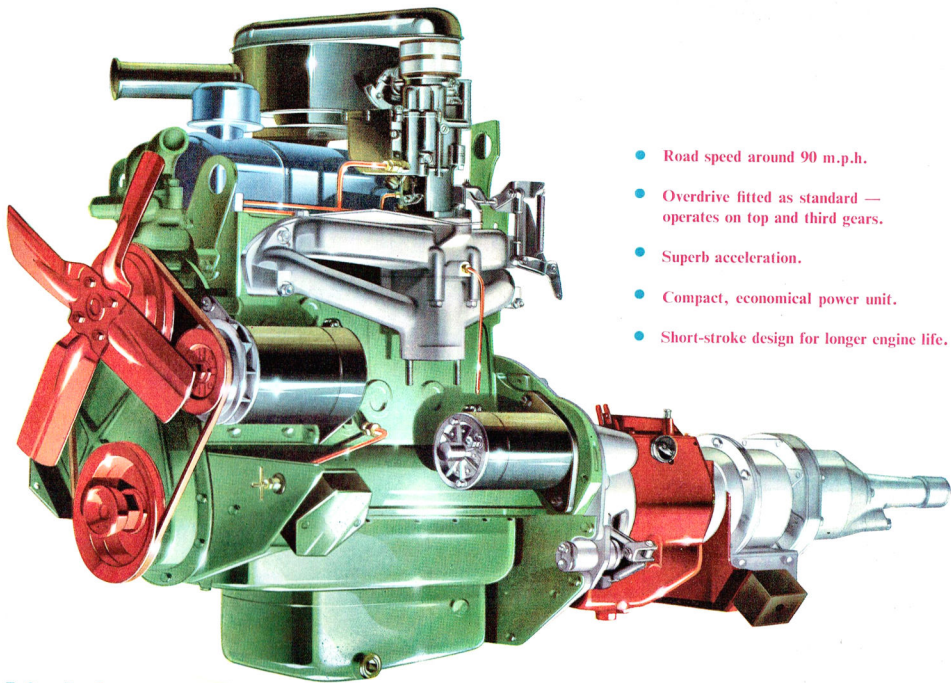


Lockheed hydraulic brakes, fully-proved in rally trials, are fitted to the Sunbeam Rapier. They have wide Mintex linings, are anti-fade and moisture-resisting. The brake drums are finned to prevent overheating. Powerful and smooth in operation, the brakes give confidence and safety at speed.



R A P I E R





- Road speed around 90 m.p.h.
- Overdrive fitted as standard — operates on top and third gears.
- Superb acceleration.
- Compact, economical power unit.
- Short-stroke design for longer engine life.

## *The power behind the performance*

The Rapier four-cylinder o.h.v. engine has been specially developed to give an extra lively, sparkling performance with assured fuel economy. Developing 62 b.h.p., it is a sturdy, compact and lightweight unit of short-stroke design, with a road speed around 90 m.p.h. and high torque characteristics for easy hill climbs. It has vivid acceleration with power in reserve and is remarkably responsive.

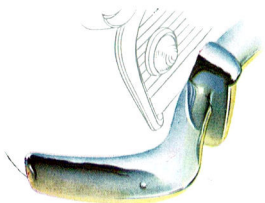
The performance is still further improved by the standard fitting of an Overdrive expressly designed for the Rapier. By flicking a switch, you engage Overdrive

and increase your maximum speed or, alternatively, cruise at normal speed and save fuel. Overdrive operates on both top and third gears.

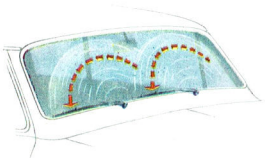
The low piston speeds of the Rapier engine reduce wear, improve mechanical efficiency and lengthen cylinder life. Engine wear is further reduced by a highly-efficient pressure lubrication system with full-flow filtration. A very high power-weight and torque-weight ratio increases effective energy and the scientifically-designed cylinder head develops abundant power with controlled, even combustion. The compression ratio of 8.0:1 gives maximum power with economy.



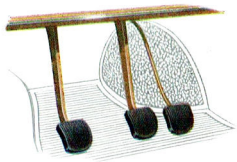
## Features of the Sunbeam Rapier



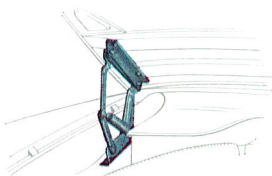
**Smart.** Stylish, sturdy wrap-round bumpers give extra body protection. Separate side lamps are framed in front grille.



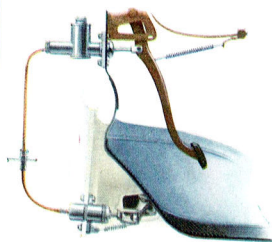
**Clear.** Windscreen wipers have choice of two speeds to suit weather. Always a clear windscreen. When switched off, wipers return to the 'parked' position.



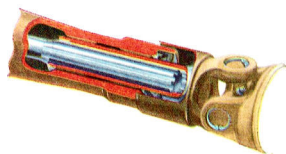
**Comfortable.** Pendant-type pedals eliminate floor-draught, need only light pressure for smooth, even operation. Comfortable driving with minimum fatigue.



**Easy.** Spring-loaded bonnet lifts up easily and has safety catch. Special hinges keep bonnet open without need of prop.



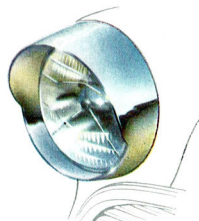
**Smooth.** Hydraulic clutch control minimises the transfer of engine vibration, giving smoother engagement and an 'inert' clutch pedal.



**Practical.** The forward end of the reverse spline propeller shaft is encased within rear cover of Overdrive unit, has automatic and continuous lubrication of sliding components.

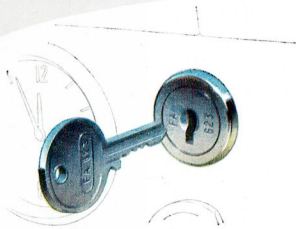


**Rear Light Assembly.** Indicating the full width of car, the new assembly incorporates rear light, reflector and flashing indicator.



**Stylish.** Double-dipping headlamps with polished cowls recessed into contours of front wings. A foot-operated dip switch deflects powerful beams - hands remain on steering wheel.

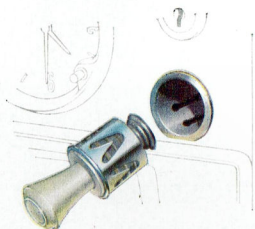




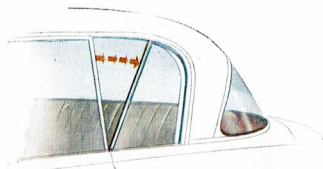
**Simple.** Turning ignition key through 30° switches on ignition, and a further 30° starts engine. Key springs back to 'ignition' when released. Another driving refinement.



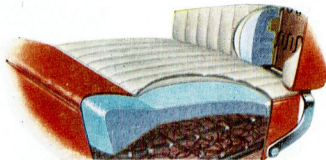
**Convenient.** Push-button door handles operate smoothly and silently, have weather-proof locks. Doors are double-locking - driver can leave or enter by either door.



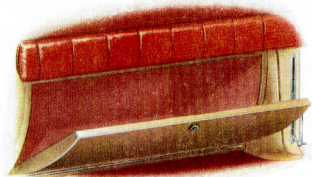
**Useful.** An electric cigar lighter on fascia is within easy reach of driver and passenger. Just one of the Sunbeam Rapier's useful amenities.



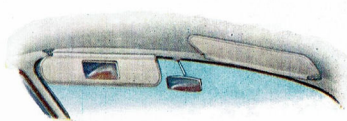
**Adjustable.** Rear quarter-lights can be adjusted for any degree of ventilation. With all the windows open, the Sunbeam Rapier is almost an open car.



**Luxurious.** The contoured seating is sprung and cushioned with foam rubber for double comfort and travel ease.



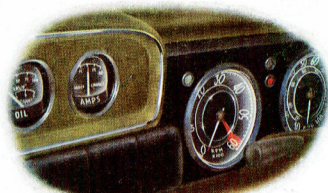
**Handy.** There is room for all your personal needs, maps, gloves, cigarettes, etc., in locker and parcel shelf under fascia.



**Thoughtful.** Two sun visors over front screen are a practical amenity. They are standard fittings. Passenger's visor is fitted with vanity mirror.



**Courteous.** When either door is opened, courtesy light in roof automatically switches on, illuminating sill and interior. Passengers appreciate this refinement.



**Efficient.** A simple on-off switch in centre control panel floodlights all instruments. No peering, no fumbling - driving made easier and safer.



**Engine.** Four-cylinder unit with push rod operated overhead valves; three bearing counter-balanced crankshaft; steel backed white metal lined main and connecting rod bearings; three bearing camshaft with harmonic cams; steel connecting rods; light alloy pistons and fully floating gudgeon pins; mechanical fuel pump; high efficiency eccentric lobe type oil pump; full pressure lubrication system with full-flow filter; Stromberg down-draught carburettor and built-in hot spot; air cleaner and silencer fitted to carburettor. Cushioned power engine mountings absorb any vibration.

**Bore and stroke** 3 x 3 in. (76.2 x 76.2 mm); cubic capacity 85 cu.in. (1390 cc); engine develops maximum b.h.p. 62 at 5000 r.p.m. with compression ratio of 8-0:1.

**Ignition.** Coil and distributor, automatic advance and retard and vacuum control, 14 mm. N8B wide gap Champion plugs.

**Cooling System.** Centrifugal pump and 4-bladed fan. Special selective cooling by jets of hottest parts; thermostatic control for quick warm up.

**Clutch.** 8 in. Borg and Beck single dry plate. Hydraulic operation from pendant pedal.

**Gearbox and overdrive.** Proved four-speed gearbox with Laycock-de Normanville overdrive unit. Control ring synchromesh on top, third and second gears and finger tip lever on steering column. Overall ratios O/D 3.95:1; top 5-22:1, O/D third 5.89:1; third 7.78:1, second 12.90:1, first 16.64:1, reverse 21.08:1. Safety catch for reverse gear prevents accidental engagement.

**Rear axle.** Semi-floating design with spiral bevel final drive. Ratio 5-22:1.

**Unitary construction** of chassis and body follows an entirely new layout and gives exceptional strength and rigidity.

**Front suspension.** Fully independent front wheel suspension employing silicon manganese coil springs and swinging links. Thick rubber pads minimize the transfer of noise and vibration. Suspension control by means of high capacity Girling telescopic shock absorbers housed neatly down the centre of each coil spring.

A torsion bar sway eliminator is fitted between lower links of suspension.

**Rear suspension.** Semi-elliptic leaf springs with automatic variation to suit load and road surface. Steel and rubber bushes eliminate many greasing points. Girling telescopic shock absorbers maintain adequate control under all conditions.

**Wheels.** Five pressed steel wheels with wide base rims. Wheels are embellished with polished wave plates, slotted wheel discs and rimfinishers. Spare wheel held vertically in well on right hand side of luggage compartment.

**Tyres.** Dunlop tubeless cushion 5-60 x 15 in.

**Brakes.** Locked heel hydraulic two-leading-shoe system. 9 in. diameter brake drums with integrally cast cooling fins. 121 sq.in. of lining area. Handbrake operates mechanically on rear wheels, the lever being in a horizontal position adjacent to driver's seat.

**Steering.** Burman worm and nut type. Three piece symmetrical track rod linkage. 14.5 in. diameter steering wheel with sprung spokes and fitted with chromium plated horn ring. Right or Left-hand drive available according to market requirements.

**Petrol tank.** 10 gallon capacity positioned below luggage compartment floor.

**Electrical equipment.** 12 volt 38 ampere hour battery housed under bonnet; powerful starter operated through a Solenoid from a control on fascia; Lucas ventilated dynamo with compensated voltage control. Lucas coil and distributor. Two powerful flush-fitting double-dip headlamps with foot dipper control; separate sidelamps; built-in twin stop/tail lamps; and reflectors; independent rear number plate illumination; flood lighting of control panel; self-cancelling flashing indicators controlled by stalk on steering column. Twin wind-tone horns; two-speed automatic park windshield wipers; thermostatically controlled cigar lighter; courtesy interior lamp.

**Instruments.** Speedometer including mileage and trip recorder; revolution counter, thermometer, oil pressure gauge, fuel gauge, ammeter and warning lights for headlamp beam, ignition and flashing indicators.

**Jacking.** Four corner system, a mechanical pillar type jack fitting into sockets on chassis understructure.

**Accessories (available at extra cost).** 'His Master's Voice' or Ekeco Radio; heating and venting equipment; overriders, white-wall tyres; clock and reversing lamp. For details of the full range of Rootes Group Special Accessories apply to your Dealer.

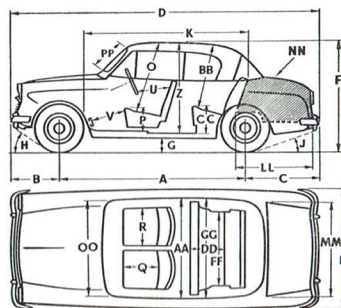
## Chassis dimensions (approx.)

Wheelbase	96-0 in.	2-438 m.
Front track	49-0 in.	1-245 m.
Rear track	48-5 in.	1-232 m.
Ground clearance	7-0 in.	177-8 mm.
Turning circle	34 ft. 3 in.	10-44 m.
Overall length	160-5 in.	4-076 m.
Overall width	60-75 in.	1-543 m.
Overall height	58-0 in.	1-473 m.

## Weights (approx.)

Unladen (with petrol and water)	2350 lb.	1,066 kg.
Laden (four passengers)	2950 lb.	1,338 kg.
Dry (without petrol and water)	2280 lb.	1,034 kg.

**Colour schemes (for colour divisions see illustrations).** Honey Beige/Pearl Grey with Blue Grey/Pearl Grey upholstery. Pearl Grey/Summer Blue with Blue Grey/Pearl Grey upholstery. Embassy Black/April Yellow with Black/Primrose upholstery. Dawn Mist/Corinth Blue with Blue Grey/Pearl Grey upholstery. Pippin Red/Pearl Grey with Bright Red/Pearl Grey upholstery. Pearl Grey/April Yellow with Primrose/Pearl Grey upholstery.



## BODY DIMENSIONS

	In.	mm.
A. Wheelbase	96	2438
B. Front overhang	25-5	648
C. Rear overhang	39	991
D. Overall length	160-5	4076
E. Overall width	60-75	1543
F. Overall height	58	1473
G. Ground clearance	7	178
H. Front clearance angle	28 1/2°	
J. Rear clearance angle	21°	
K. Passenger compartment length	86	2184
O. Front headroom	36	914
P. Height of front cushion from floor	14-5	368
Q. Front seat depth	18-5	470
R. Front seat width	21-0	533
U. Steering wheel to front squab:		
(Min.)	11-5	292
(Max.)	16-5	419
V. Pedals to seat cushion (Min.)	10-5	267
(Max.)	15-5	394
Z. Max. interior height	47-5	1207
AA. Max. interior width	50-5	1283
BB. Rear headroom	33-0	838
CC. Height of rear cushion from floor	14-5	368
DD. Rear seat depth	18-5	470
FF. Width inside rear armrests	42-5	1080
GG. Width over rear armrests	49-0	1245
LL. Luggage compartment max. depth	36-0	914
MM. Luggage compartment width at opening	42-5	1080
NN. Luggage compartment capacity	134 cu.ft.	382 dm³
OO. Windscreen width	43-5	1105
PP. Windscreen depth	15-75	400

The above measurements are approximate.

## EXPORT ROOTES DIVISION

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