

THE SUNBEAM STORY



SUNBEAM
RAPIER

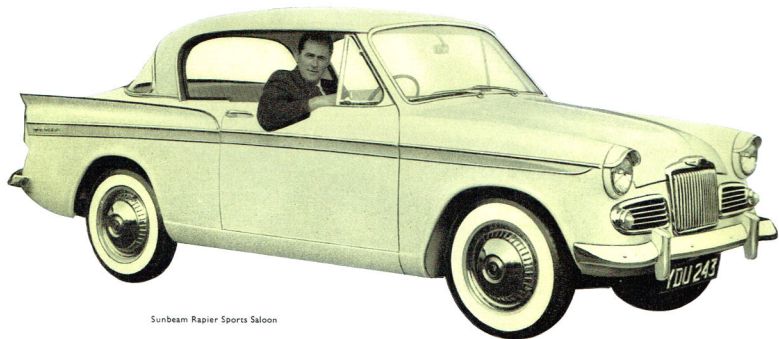
SUNBEAM
ALPINE

**WHY
I LIKE
THE**

SUNBEAM



Jack Brabham
*World Champion Racing Driver
1959 and 1960*



Sunbeam Rapier Sports Saloon

'There's nothing succeeds like success' says Jack Brabham. 'That's why you can have every confidence in the Rally-bred Sunbeam. I own one and it's a great car. Lively performance. Good looks. Luxurious comfort. And absolutely dependable. That terrific record of Rally achievements under the most gruelling conditions proves what a magnificent engineering job it is. A winner in every way.'



THE EXCITING *SUNBEAM ALPINE*



RALLYING

Coupled to its racing qualities the Sunbeam Alpine has excellent stability at all speeds, firm road-holding and cornering and, above all, extreme reliability at all times. These features make it ideal for Rally events, and it has already proved its worth in this sphere.

DRIVING TESTS

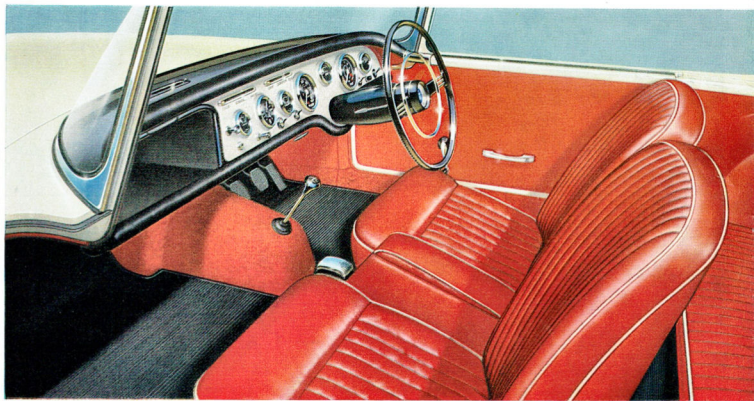
Good all-round visibility, positive controls – all ready-to-hand and easy to operate, plus the unique advantage of adjustable foot-pedals to ensure complete driver comfort, have made the Sunbeam Alpine a firm favourite for all competitive driving events.



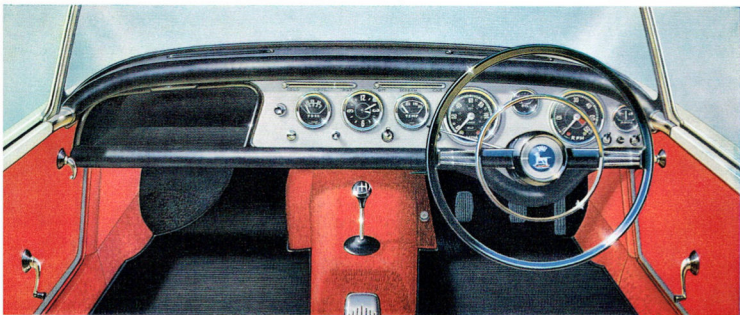
RACING

On the motor tracks of America and South Africa, as well as in the United Kingdom, the Sunbeam Alpine has already proved itself a winner. The outstanding performance of its 1.6 litre engine, transmitted through the quick-change gearbox, with its ideally spaced ratios, plus the powerful, anti-fade disc brakes on the front wheels, make it a most potent contender for racing honours.





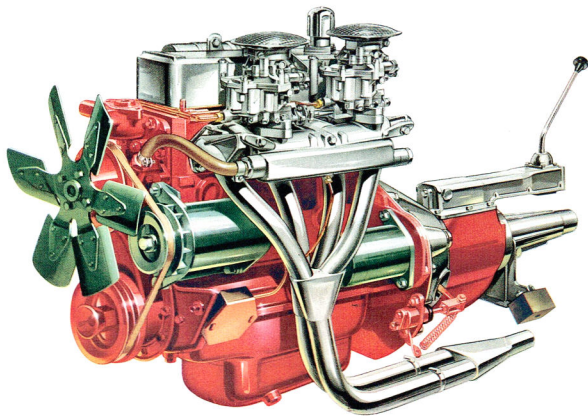
COMFORTABLY IN COMMAND



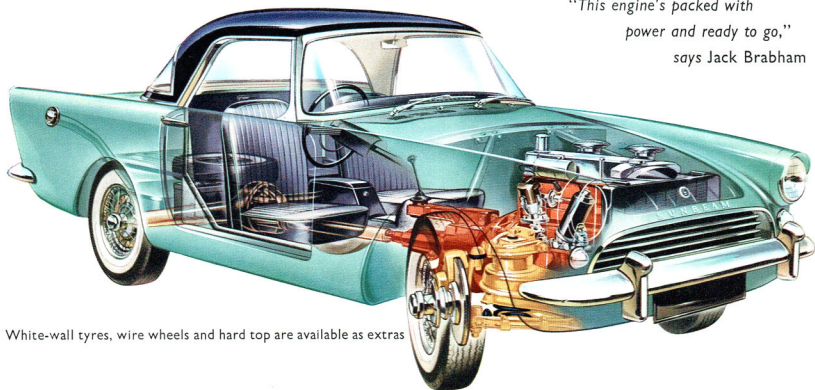
Here in this superbly designed and spacious interior, driver and passenger are surrounded by generous comfort. Before you is an impressive array of instruments, conveniently grouped for quick reading at speed and mounted in a smart fascia panel finished in grey – everything arranged for perfect handling ease. The two-spoke steering wheel, ideally situated, is sprung and gives finger-light response. This, plus wide range of seat movement and unique adjustable foot pedals, offers a driving position that is tailor-made. The clutch is fitted with a hydrostatic slave cylinder that automatically takes up any play and removes the need for clutch adjustment. Wide individual seats, specially formed and cushioned for maximum comfort, hold you well when taking sharp bends. The interior trim is styled with elegance – finished throughout with the quality craftsmanship that has made Sunbeam famous.

RALLY PROVED ALPINE ENGINE

Built to give sparkling sports performance, the 1.6 litre power unit speaks for itself in vivid acceleration, surging power, reliability and economy. An aluminium cylinder head promotes greater thermal efficiency to match the high compression ratio of 9.1 : 1. Developing 85.5 b.h.p. at 5,000 r.p.m. this superb engine provides road speeds of 100 m.p.h. A special arrangement of the inclined overhead valves affords a marked improvement on the conventional line-up and ensures better heat distribution. Twin downdraught carburettors, plus twin exhaust manifolds, give crisper, livelier overall performance. Improved silencers have been adopted which effectively reduce engine noise to a minimum.



"This engine's packed with power and ready to go," says Jack Brabham



White-wall tyres, wire wheels and hard top are available as extras

FEATURES THAT ARE UP TO DATE FOR YEARS TO COME

Brilliant 1.6-litre power unit for speeds of 100 m.p.h.: Vivid acceleration, superb performance, with reliability and economy: Aluminium cylinder head with high compression ratio of 9.1 : 1 : 1 : Twin downdraught carburettors and inclined overhead valves: Front disc brakes — freedom from fade and extra safety: Special four-speed close ratio gearbox: Overdrive on top and third gears available as an extra: Special cross-flow radiator: High efficiency steering: Hypoid rear axle: Exceptional road-holding, cornering and suspension: Unitary construction for greater strength: Adjustable foot pedals for easier control.

WHAT THE PRESS SAY

"This sports type sedan handles with consummate ease. I found the road holding quite exceptional. To sum up, the Rapier will stand up cheerfully to hard use and abuse. It is fast, comfortable and quiet." DAILY MERCURY, AUSTRALIA.

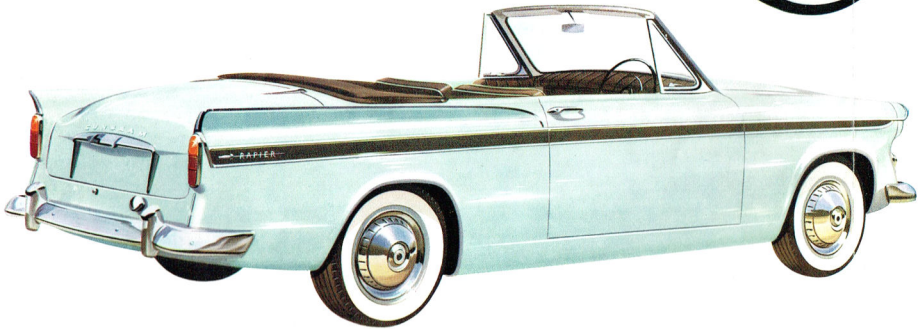
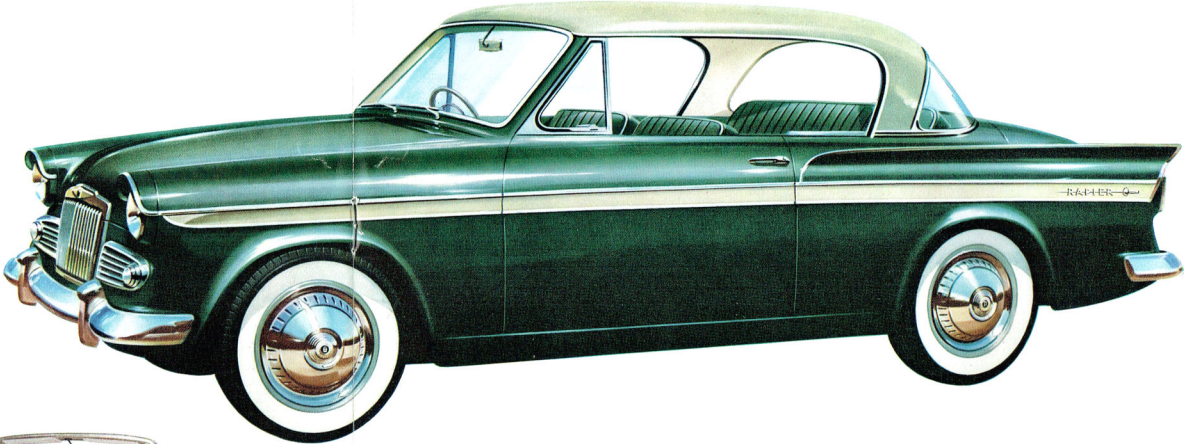
"The Rapier's main attraction is its effortless and economical high cruising speed. It is possible to cruise all day at between 75 and 80 miles an hour." SUNDAY TRIBUNE, SOUTH AFRICA.

"The Alpine is in a class of its own . . . a small neat extremely fast and comfortable car. The kind that so many motorists have been seeking for a long time." WELLINGTON EVENING POST, NEW ZEALAND.

"The Alpine seems to me a sports car possessed of a quality of gentleness, plus comfort with little, or no sacrifice of the performance one expects of its type." VANCOUVER SUN, CANADA.

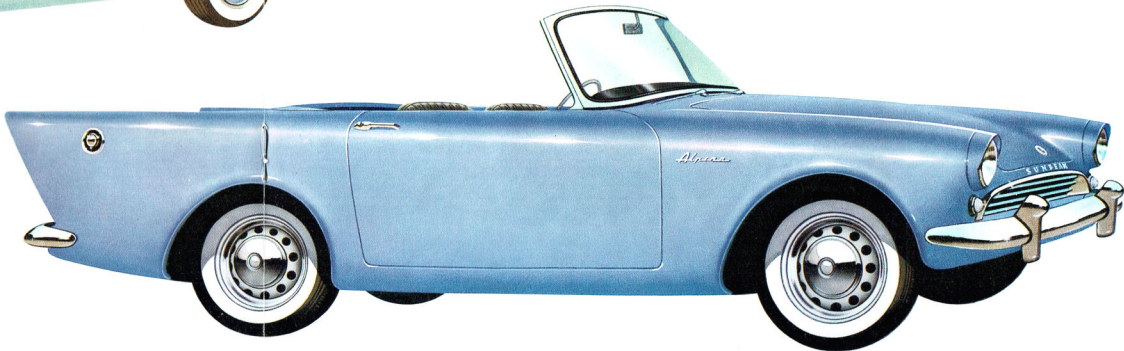
"I found the Alpine fun to drive in the Alps. It would climb with the agility of a young goat, sit all square through bends and corners, and descend passes in safety at speeds which would be impossible in the average car." DAILY TELEGRAPH, UNITED KINGDOM.

"It is hard to find any family sized model in the 1½-litre class with truly sporting character and performance. All the more credit to the Rootes Group therefore for giving this limited field a really good example of the best of both worlds. To the high standards required of a car suitable for major competition have been added an extra touch of quality and a greatly increased degree of refinement." AUTOCAR, UNITED KINGDOM.



SUNBEAM RAPIER & ALPINE

"Of all the motoring sport which went on in the United States of America during the past week-end no event will make a louder noise, metaphorically speaking, than the compact car race which preceded the American Grand Prix. In this event British products had a resounding success, and none more so than the class-winning Sunbeam Rapier of Peter Harper. But what is tremendously encouraging to the British manufacturers must be the sight of their cars taking the first three places in overall classification and winning three of the classes, while the Jaguars and the Rapier not only did this but also far outclassed the opposition. It is to be hoped that their success, and export orders which will no doubt spring from it either directly or indirectly, will encourage other manufacturers to try to do likewise. Sunbeams have Harper's fine performance to add to an impressive year of success." AUTOSPORT, UNITED KINGDOM.





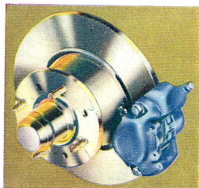
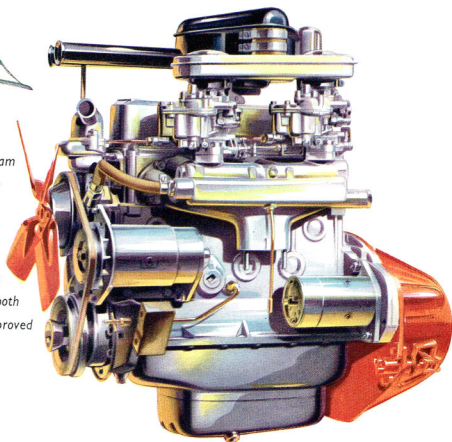
Peter Harper's Sunbeam at Silverstone where it made the fastest 1,600 c.c. lap. In the same race another Sunbeam came second in its class.



At Brand's Hatch, Peter Harper drives his Sunbeam into first place in its class in the Farningham Trophy race for production saloon cars.

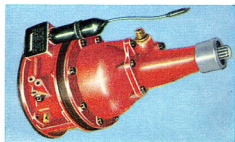
LARGER 1.6 LITRE RAPIER ENGINE

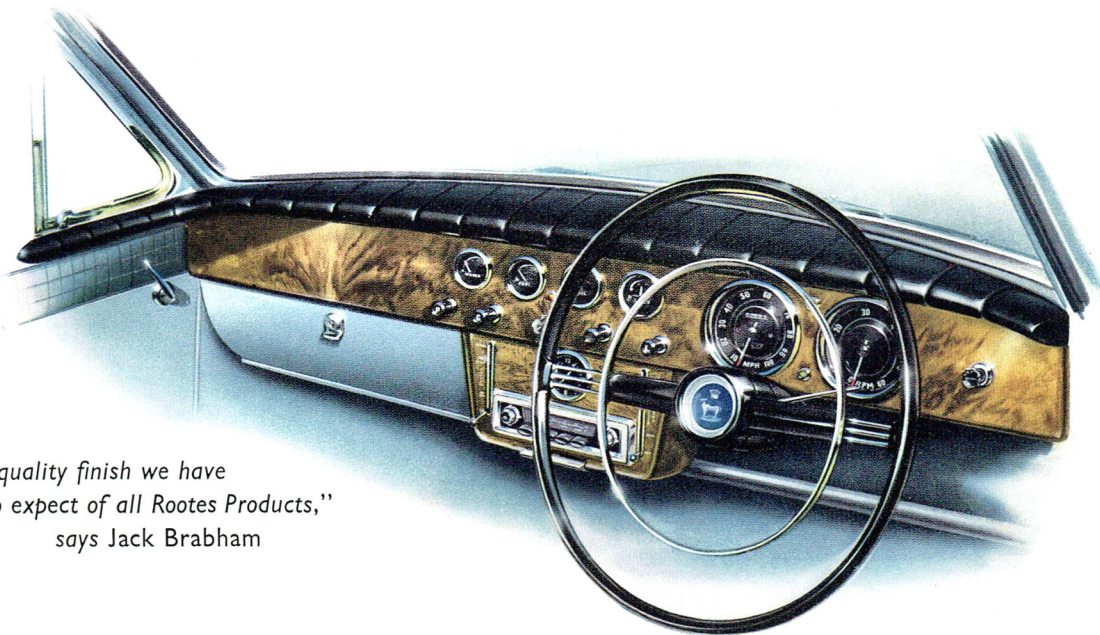
Now with a 1.6 litre power unit (fully proved in the Sunbeam Alpine), the Sunbeam Rapier has more power, greater acceleration and livelier response in all gears, while maintaining fuel economy. With a compression ratio of 9.1 : 1, the engine develops 80.25 b.h.p. at 5,100 r.p.m. It is fitted with twin carburettors that ensure smooth operation throughout the speed range. Improved features include pistons of new design, a dry filter air cleaner, and self-adjusting clutch operation.



For maximum safety, fade resistant front disc brakes combine with large area drum brakes on the rear wheels to form an extremely effective braking system. Smooth and effortless to operate, disc brakes are self-adjusting and completely unaffected by weather conditions.

Laycock-de Normanville Overdrive, available as an extra, operates on top and third gears, improves still further the Rapier's excellent performance and economies on fuel. Overdrive is operated simply by flicking a switch conveniently positioned on the steering column.





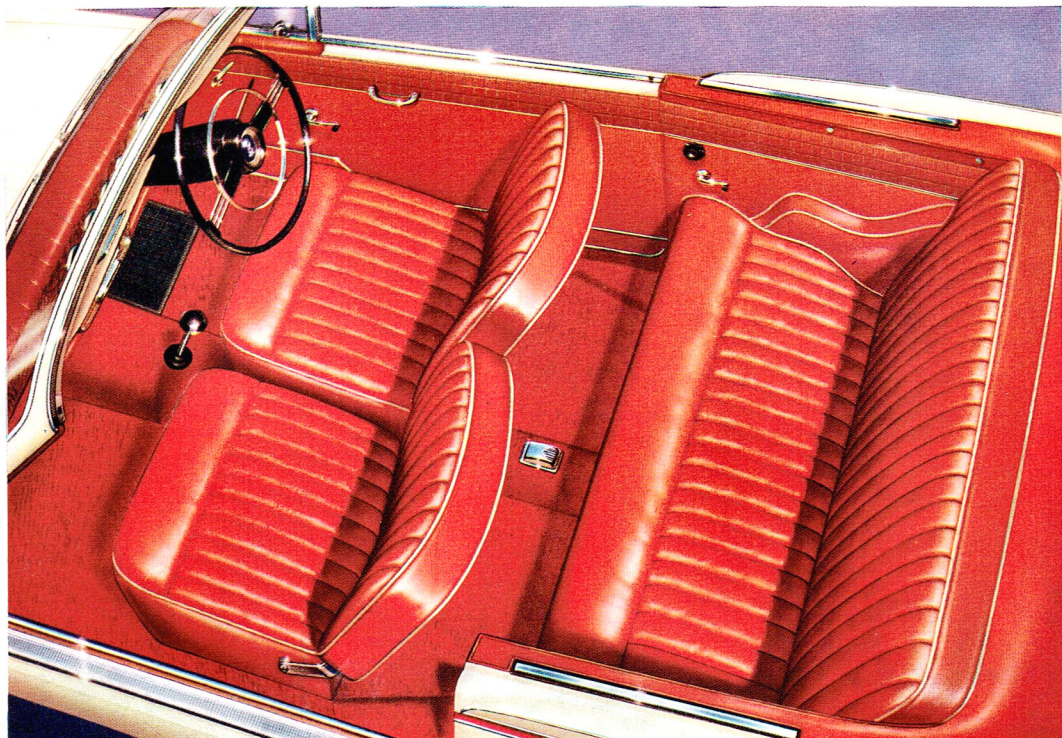
"Here's the quality finish we have
come to expect of all Rootes Products,"
says Jack Brabham

LUXURIOUS APPOINTMENTS

See the exceptional elegance and luxury of this spacious, planned-to-perfection interior . . . its delightful two-tone trim and its quality appointments. The front seats are fully adjustable for legroom, and tilt forward for access to the rear compartment. Instruments are conveniently grouped for quick reading at speed – all controls immediately to hand. Above the fascia is an ultra-smart padded safety roll. Standard equipment includes water, fuel and oil gauges, ammeter, two-speed

windscreen wipers, panel flood light, choke control and cigar lighter. There is provision for overdrive, revolution counter, radio, heater and clock as extras. A lockable glove-box and parcel tray are provided. The short centre-floor gear lever has been developed to provide more rapid, positive changes – is positioned for easy operation.

For improved handling and road-holding, a larger anti-roll bar is now incorporated in the Rapier's excellent suspension system.





SUNBEAM SUCCESSES

1952

MONTE CARLO RALLY 2nd irrespective of class.

ALPINE RALLY 3 Coupes des Alpes 1st, 2nd, 3rd, 4th 2-3 litre class. Manufacturers' Team Prize, 1st Acceleration and Braking Test, 2-3 litre class.

SPECIAL AWARD R.A.C. Dewar Trophy (Most outstanding engineering and technical achievement of the year).

1953

MONTE CARLO RALLY Team Prize (Charles Faroux Trophy).

ALPINE RALLY 4 Coupes des Alpes. Coupe des Dames.

GREAT AMERICAN MOUNTAIN RALLY Team Prize.

R.A.C. RALLY Coupes des Dames.

VICTORIAN ALPINE RALLY - AUSTRALIA Outright winner.

1954

MONTE CARLO RALLY Team Prize (Charles Faroux Trophy). Coupe de la Ville de Castellance - awarded to Stirling Moss for the fastest time of any car over the Col des Lecques. Speed 63-436 k.p.h.

ALPINE RALLY Gold Cup. Coupe des Dames. Miss Sheila Van Damm was 1st in the Acceleration and Braking Test. (2,000-2,600 c.c. class).

GREAT AMERICAN MOUNTAIN RALLY Team Prize.

TULIP RALLY Coupe des Dames.

GENEVA RALLY Coupe des Dames.

VIKING RALLY Coupe des Dames.

AUSTRIAN ALPINE RALLY Coupe des Dames.

1955

MONTE CARLO RALLY Outright Winner. Coupe des Dames. L'Equipe Cup (Best three cars of same make). Viking Challenge Cup. Norwegian Cup. "L'Officiel de la Couture" Cup.

R.A.C. RALLY Coupe des Dames.

"DAILY EXPRESS" NATIONAL MOTOR RALLY Coupe des Dames.

1956

MONTE CARLO RALLY Team Prize (Won for third time) - Outright win Charles Faroux Trophy.

MILLE MIGLIA 1st and 2nd Classifica Gruppo Vetture di Serie Speciale Classe 1,600 c.c. Achieved by the new Sunbeam Rapier competing in its first international event. Two cars entered, two cars placed.

ALPINE RALLY Normal Series Production Touring Cars. 1st - irrespective of class. 1st - 2,600 c.c. class. 1st - 1,300-1,600 c.c. class.

TULIP RALLY 1st (1,300-1,600 c.c. class) - Sunbeam Rapier. Four cars entered and finished in first nine.

1957

MILLE MIGLIA 2nd - 1,300-1,600 c.c. Special Touring Category - Sunbeam Rapier.

TULIP RALLY 1st - 1,300-1,600 c.c. class - Sunbeam Rapier.

MALAYAN MOBILGAS ECONOMY RUN Outright winner - Sunbeam Rapier.

1958

MONTE CARLO RALLY Stuart Trophy (Highest placed British car) Sunbeam Rapier.

R.A.C. INTERNATIONAL BRITISH RALLY Outright winner - Achieved by Series II Sunbeam Rapier competing in its first international event.

SCOTTISH RALLY 1st and 3rd, up to 2,600 c.c. for modified Touring cars.

CIRCUIT OF IRELAND INTERNATIONAL RALLY 1st and 2nd class - closed cars over 1,300 c.c.

TULIP RALLY Manufacturers' Team Prize.

ALPINE RALLY 1st, 2nd, 4th and 5th in the 1,300-1,600 c.c. Class. 1st Coupe des Alpes. 3rd place Coupe des Dames.

MOUNT ELGON RALLY, UGANDA Outright win and Class win.

1959

MONTE CARLO RALLY Stuart Trophy (Highest placed British car), Sunbeam Rapier.

ALPINE RALLY 2 Coupe des Alpes. 1st, 2nd, 3rd, 4th and 5th in the 1,300-1,600 c.c. class.

LIEGE-ROME-LIEGE RALLY 1st in class - 1,300-1,600 c.c.

1960

MONTE CARLO RALLY 1st, 2nd, 4th in class. 1,300-2,000 c.c. Highest placed British car. Class win for Alpine (Grand Touring).

CIRCUIT OF IRELAND INTERNATIONAL RALLY 1st, 2nd, 4th and 6th over 1,300 c.c. 3rd in class for Sunbeam Alpine (Grand Touring over 1,300 c.c.).

INTERNATIONAL GREEK ACROPOLIS RALLY 1st, 2nd in class. Acropolis cup for class victory (1,300-1,600 c.c. standard touring cars).

INTERNATIONAL ALPINE RALLY 1st, 2nd, 3rd, 5th and 6th in class. 1,300-1,600 c.c. 2nd in Ladies' Cup. **INTERNATIONAL PRODUCTION TOURING CAR RACE (SILVERSTONE)** 1st in 1,000-1,600 c.c. Class.

FARNINGHAM TROPHY RACE 1st in the 1,000-1,600 c.c. production saloon car class. **INTERNATIONAL COMPACT CAR RACE (RIVERSIDE, CALIFORNIA)** 1st in Class up to 1,600 c.c.

PIETERMARITZBURG, NATAL, SPORTS AND PRODUCTION CAR RACE Outright win for Sunbeam Alpine.

EAST LONDON, SOUTH AFRICA, GRAND TOURING RACE

Class win for Alpine. 1,300-1,600 c.c.

NATIONAL SPORTS CAR CLUB OF AMERICA RATINGS Win for Alpine in G Production Car class.

1961

MONTE CARLO RALLY 1st, 2nd in class. 1,300-1,600 c.c. Highest placed British car for fourth year running. Fastest time on Monaco Grand Prix Circuit. Class win for Alpine (Grand Touring).

MEXICO CITY, CLOSED CIRCUIT 50 KILOMETRES RACE 1st, 2nd in class. 1,300-1,600 c.c. Fastest lap in any of the three Production Car races.

EAST AFRICAN SAFARI 1st in 1,300-1,600 c.c. class.

CIRCUIT OF IRELAND INTERNATIONAL RALLY Outright winner and 1st in 1,300-1,600 c.c. class. **PIETERMARITZBURG, NATAL, SPORTS AND PRODUCTION CAR RACE** Sunbeam Alpine 1st for second year running.

PEOPLE WHO KNOW . . .

PREFER SUNBEAM

Experienced drivers all over the world are turning to Sunbeam, for no other make offers them all the advantages of superb performance and reliability allied to economy yet blends with this so many advanced

features that promote safety and comfort for driver and passengers.

The Sunbeam range has been tested time and again on racing circuits, in top-class rallies throughout the world and finally by thousands of satisfied owners. Despite its high performance the car is superbly manoeuvrable, easy to park, and a joy to drive. All Sunbeam cars have the

additional safety factors of front wheel disc brakes, and padded rolls on the fascia. The interior is finished to the highest standards for maximum comfort, with large, wide opening doors for easy access.

Here, indeed, is a car ready to take you on the road to exhilarating motoring pleasure, in the manner that has taken Sunbeam along the road to Rally fame.



"These sports cars make you feel good—the road streams away behind you, and you know they've got all four corners well down,"
says Jack Brabham

TRY IT FOR YOURSELF

A 'phone call or letter to your local Sunbeam Dealer will bring you a demonstration ride in the car of your choice. Only by riding in these high quality sports cars will you be able to appreciate to the full the attention to detail by stylist and craftsman, the sound engineering which is the basis of every Sunbeam success. Ask now for a personal demonstration, entirely without obligation.

