

*Right or Left-hand drive is available according to market requirements
White-wall tyres are extras*

Sunbeam ALPINE SPORTS

Champion of international rallies, the Sunbeam Alpine Sports 2-seater continues a brilliant career. This is the car that won an Alpine Gold Cup, only the second ever awarded, in the International Alpine Rally of 1954, and also gained the Ladies' Cup for the second year running.

The lusty 4-cylinder O.H.V. engine, developing 80 b.h.p., combines an extremely lively performance with limitless stamina and inherent reliability – an ideal unit providing fast exhilarating motoring over sustained distances. An overdrive unit, available as an extra, further extends the flexibility of the top-gear range.

The luxury of the car's interior gives you armchair comfort and driving ease. Wide, deep seating in resilient foam rubber has padded arm- and hip-rests, and both seats are adjustable for leg-room. The cockpit surround is finished in padded leather with the upper half of the fascia trimmed to match. The smartly-tailored 'head' can be quickly adjusted – you have all-weather pleasure. The side screens are detachable.

Rapid synchromatic gear-change and all controls are at your finger tips. Smart, one-piece fascia panel accommodates a revolution counter, and at the left of the panel is a useful glove box with a lock. Carpeted floor, cubby box for personal articles, recessed pockets in both doors, efficient ventilation . . . every planned consideration for your travel comfort. Provision is also made for H.M.V. radio and a heater unit as extras.

For effortless, long-distance and high-performance travel in luxury comfort, the Sunbeam Alpine is supreme.

Engine. Four-cylinder monobloc, overhead valves, high-duty light alloy connecting rods, high compression detachable head. Steel-backed white metal lined main and connecting rod bearings. Special type air silencer and cleaner. Mechanical petrol pump. A.C. detachable by-pass oil filter with renewable element. Floating filter on oil pump intake. Three-bearing crankshaft, full-pressure lubrication. Three-bearing camshaft with harmonic cams. Down-draught carburettor with manual choke control and thermostatically operated manifold system for rapid warm-up and easy starting. Cushioned power engine mountings absorb any vibration. Bore and stroke: 81 × 110 mm. (3.1875 × 4.33 in.). Cubic capacity: 2267 c.c. (138.2 cu. in.). Engine develops 80 b.h.p. at 4400 r.p.m. with 7.50:1 compression head. Revolution counter.

Ignition. Coil and distributor. Automatic and vacuum advance and retard. 14 mm. wide gap, Champion plugs for improved ignition.

Cooling System. Pump and fan, belt driven. Special selective system provides maximum cooling for the hottest parts of the engine, thus maintaining even running temperatures. Automatic thermostatic control.

Clutch. Borg and Beck single dry plate. Chain and hook linkage to pedal.

Gearbox. Proved four-speed close ratio gearbox with control ring synchromesh on Top, 3rd and 2nd gears and finger-tip lever on steering column. Combined dip-stick and filler. Overall ratios: Top 3.90:1. Third 5.19:1. Second 8.54:1. First 11.04:1. Reverse 13.96:1. Safety catch for reverse gear prevents accidental engagement.

Rear Axle. Semi-floating design with Hypoid gear final drive. Ratio 3.90:1.

Frame. Complete box-section design of side members giving immense strength and rigidity. Box section crossmember and 'I' section cruciform resist torsional deflection.

Suspension. Independent coil spring suspension at the front and semi-elliptic springs encased in plastic grease sleeves at the rear. The suspension is controlled by Armstrong hydraulic piston type shock absorbers. To eliminate roll and sway a transverse stabiliser is fitted to the rear and a torsion bar is fitted to the front.

Wheels. Five wheels fitted with styled nave plates, 'slotted' wheel discs and Rootes Group 'Rimfinishers'. All wheels are both statically and dynamically balanced. Spare wheel and tyre housed in separate compartment under luggage boot.

Tyres. Dunlop extra low pressure, of large section, 5.50 × 16 in.

Brakes. Latest Lockheed two leading shoe system with hydraulic operation. 10-in. (254 mm.) diameter brake drums with extra wide brake linings 2½ in. (57 mm.); cast cooling fins. Handbrake operates mechanically on rear wheels.

Steering. Burman high-efficiency variable ratio type with 3-spoke steering wheel, raked to give perfect control and comfort. Right or Left-hand steering is available according to market requirements.

Petrol Tank. 10 Imperial gallons (45 litres) capacity tank at rear of chassis.

Electrical System. 12 volt, 51 amp. hours, Lucas battery housed under bonnet. Powerful starter operated by solenoid button control on fascia. Lucas ventilated dynamo with automatically regulated output. Two powerful flush-fitting sealed reflector headlamps with foot-operated dipper control. Separate side lamps. Built-in twin tail lamps incorporating twin stop lamps operated by brake pedal pressure and twin reversing lamps operated by gear change lever. Independent illumination for rear number plate. Control panel has concealed edge lighting. Self-cancelling flashing indicators controlled by switch on steering wheel. Dual wind-tone horns. Lucas two-speed windscreen wipers with automatic park mechanism. Roof light.

Bumpers. Full-width chromium wrap-round bumpers with overrides fitted front and rear.

Four Corner Jacking System. Mechanical jack fitting into permanent sockets on chassis frame.

Tool Kit. Neat compact case of smaller tools, spanners, etc., contained in special locker in front compartment. Larger tools, including large tyre pump and jack, are housed in felt-lined receptacle in rear locker lid.

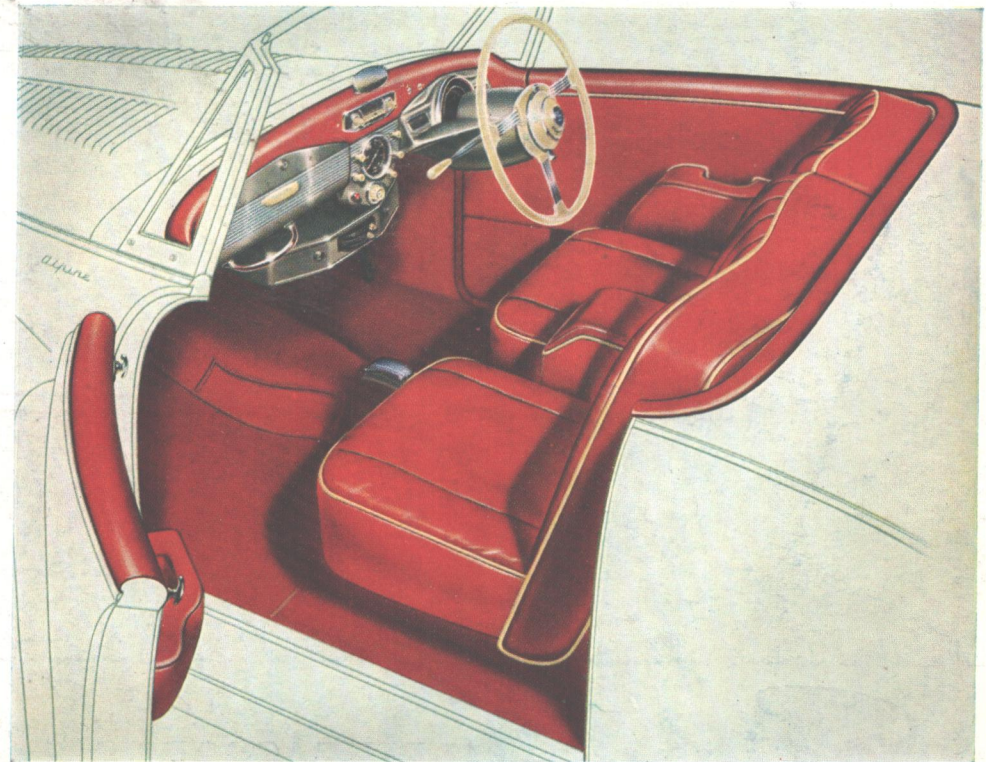
Accessories (available at extra cost). His Master's Voice Radio, Heater and Ventilating Equipment, White-wall tyres, Chromium plated fishtail for exhaust, and manually operated override for automatic ignition. For details of the full range of Rootes Group Special Accessories apply to your Dealer.

Overdrive Unit (available at extra cost). Full provision is made for the fitting of a Laycock-de Normanville overdrive unit. It is designed for use in top gear and is operated in conjunction with a final drive ratio of 4.22:1, giving an overall ratio of 3.28:1.

Chassis Dimensions (approx.). Wheelbase 97½ in. (2.476 m.). Front track 47½ in. (1.206 m.). Rear track 50½ in. (1.283 m.). Ground clearance 6¾ in. (168 mm.). Turning circle 36½ ft. (11 m.). Overall length 168¼ in. (4.273 m.). Overall width 62½ in. (1.587 m.).

Weights (approx.). Unladen (with petrol and water) 2900 lb. (1315 kg.). Two passengers and 150 lb. luggage 3350 lb. (1520 kg.).

Colour Schemes. Alpine Mist with Extra Bright Red upholstery. Sapphire Blue with Extra Light Fawn upholstery. Ivory with Extra Bright Red upholstery. Coronation Red with Extra Light Fawn upholstery.



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DEVONSHIRE HOUSE,
PICCADILLY, LONDON, W.1

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