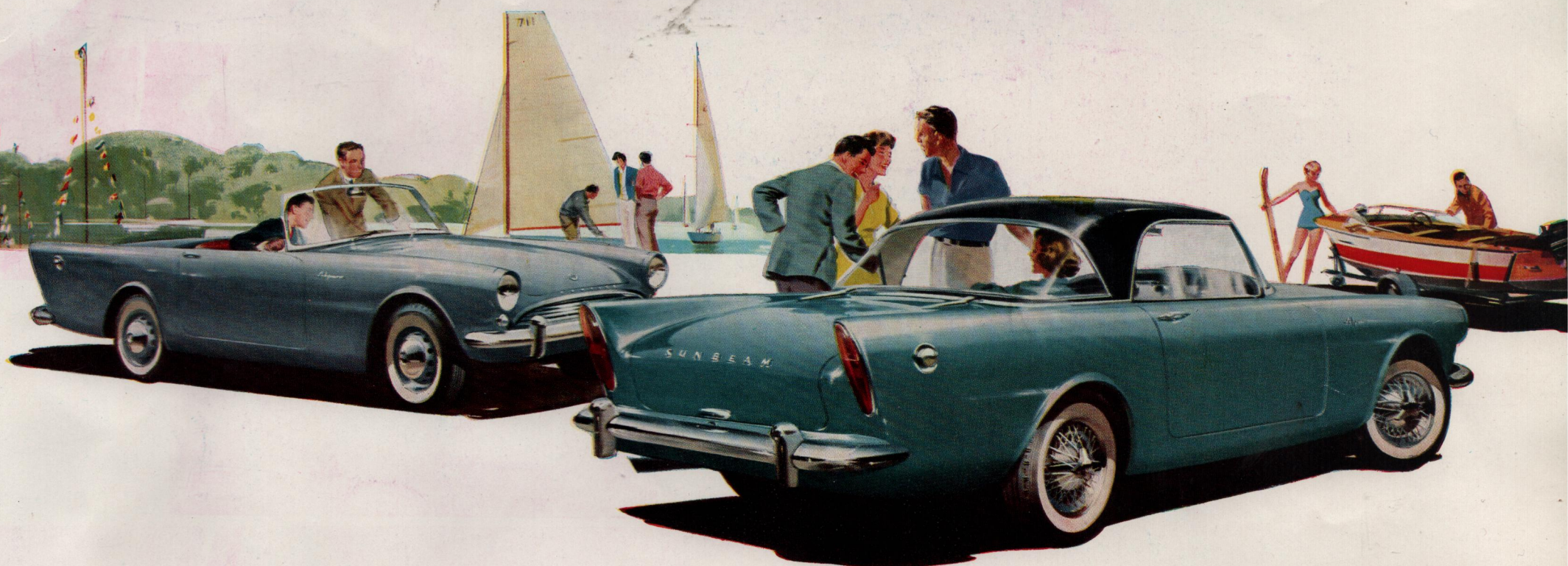


NEW SUNBEAM ALPINE



S L E E K · S W I F T · S P E C T A C U L A R

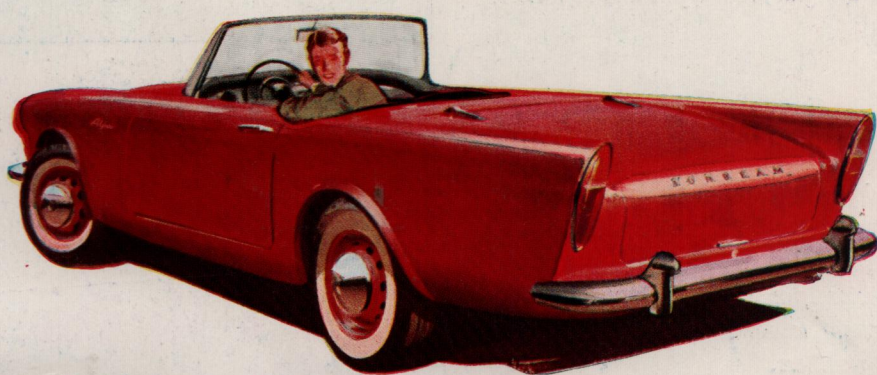
THE NEW SUNBEAM ALPINE

Bred from success in international rally events and over the Alpine passes from which it takes its name, this exciting new model embodies Sunbeam precision engineering with inherent skill, craftsmanship and quality.

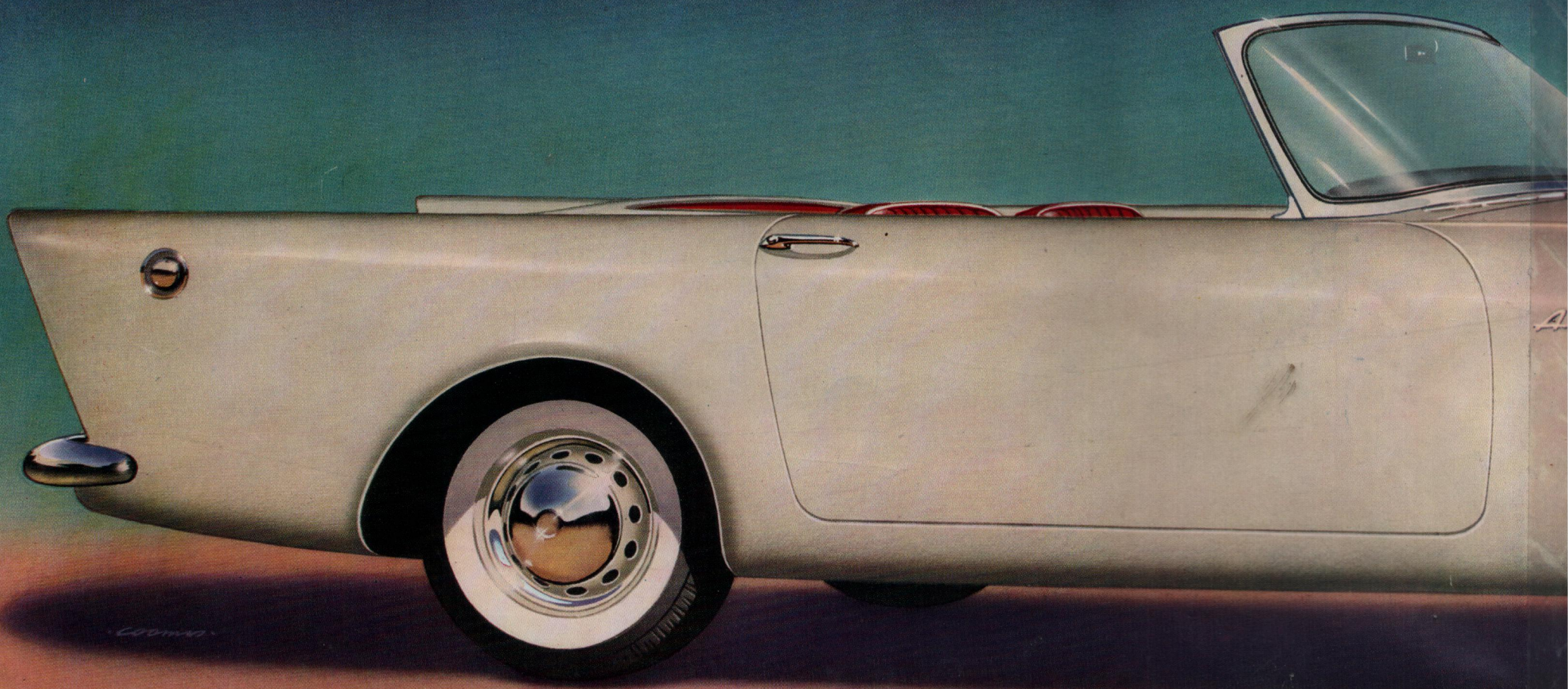
The New Sunbeam Alpine is sleek in appearance yet offering saloon-car comfort with elegant styling; swift in performance with abundant power from the new 1.5 litre engine with aluminium cylinder head and twin carburettors; spectacular in its response and ease of control with the assurance of up-to-date safety features including front disc brakes, a wrap-round screen, all-steel construction, and exceptional road-holding and stability. The same Sunbeam excellence characterises the interior of the car. You have the roomy comfort of individual front seats, ideally contoured and cushioned in foam rubber. Smart and compact, the control panel is beautifully equipped with an extensive range of easy-view instruments. It is these features of comfort, detail and comprehensiveness of specification, that make this new model so distinctive—so outstanding in its class.

With sports performance brilliantly teamed with style and comfort, the New Sunbeam Alpine is expressly designed for high speed touring. Doors are wide opening, windows wind down easily, and the retractable hood folds neatly out of sight when not required. If you prefer the facilities of a saloon car, a special hard top conversion is available as an extra—which can be removed to give you the advantages of an open car any time you wish. No wonder this supreme new sports car proudly takes its place, latest in the long line of famous Sunbeam cars.

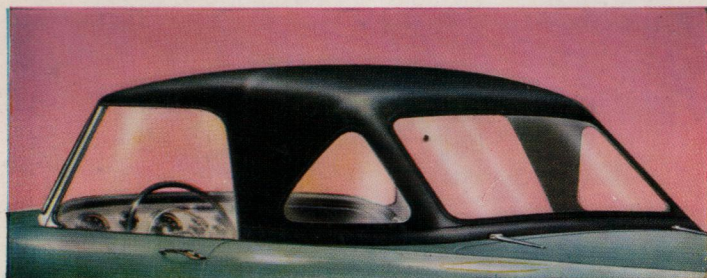
Normal touring trim or
special hard top conversion
Fitted with front disc brakes
Available with overdrive on
top and third gears



SUNBEAM'S LATEST AND GREATEST ACHIEVEMENT



SPARKLING PERFORMANCE . . . BRILLIANTLY T

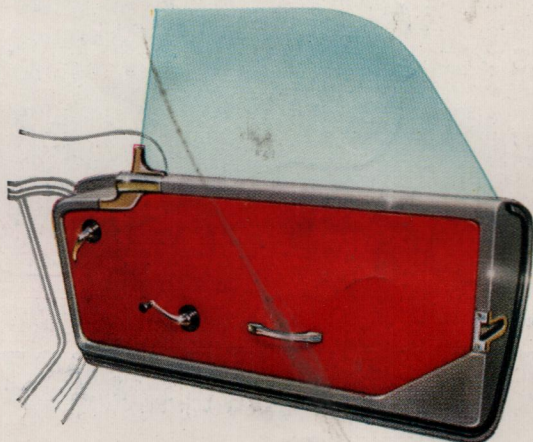


The smart, neatly fitting soft top gives full weather protection and excellent side and rear vision. Extra-wide back lights and practically styled quarter lights in new, clear plastic are proof against damage from folding or rolling.

In the rear, a full-width occasional seat suitable for children or extra luggage. Hinged back and side panels conceal the hood supports and protect the soft top from dirt or damage. They also preserve the smooth, sleek body lines when the top is retracted. Luggage accommodation is generous. The lid has a slam-type lock, is spring assisted. In the spare wheel compartment, ample room for tools and competition equipment. The stream-styled rear fins house three-in-one lamp clusters, comprising flashing indicators, stop lights, rear lights and reflectors.



Wide-opening doors, a convenient step-down floor and easy to operate wind down side windows are among the many features that make this new model so inviting. Interior trim is tastefully styled, while special anti-draught treatment protects you at all speeds, in all weathers.



SOFT TOP With its elegance of line and fully displays a new flair in progressive standard soft top model. Note the ultra wrap-round bumpers and the cowled head. The soft top stows neatly away to reveal gracefully from the low, sharply sloping part of the new design.

In adverse weather, the top can be full protection and really draught-free elegance, pleasing contours that keep round vision.

HARD TOP You can have your New top, at moderate extra cost. Now you yet the model is as dashing as ever—cert. No less important—you can still enjoy wrapped-round, designed for extra safety, an open car any time you wish. Other opt includes overdrive, centre lock wire wheel sporting events, touring or business New Sunbeam Alpine . . . a newness that

**NEW
SUNBEAM
ALPINE**



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Here in this superbly designed and spacious interior, drive in generous comfort. Before you is an impressive array of instruments for quick reading at speed and mounted in a smart fascia panel fitted for perfect handling ease, a sight to quicken the pulse of the driver. The spoke steering wheel, comfortably situated, is sprung and a short centre floor gear change lever is fitted for quick, definite movements. Instruments are a rev. counter, speedometer and separate water gauge. Provision is made for clock, ammeter and cigar lighter as well as flashing indicator warning lights are set into the rev. counter. Instruments are controls for panel light, lamps and wind wipers. Along the upper and lower edges of the fascia provide protection. Wide individual seats, specially formed and cushioned for comfort when taking sharp bends.

The interior trim is styled with elegance—finished throughout in a material that has made Sunbeam famous.

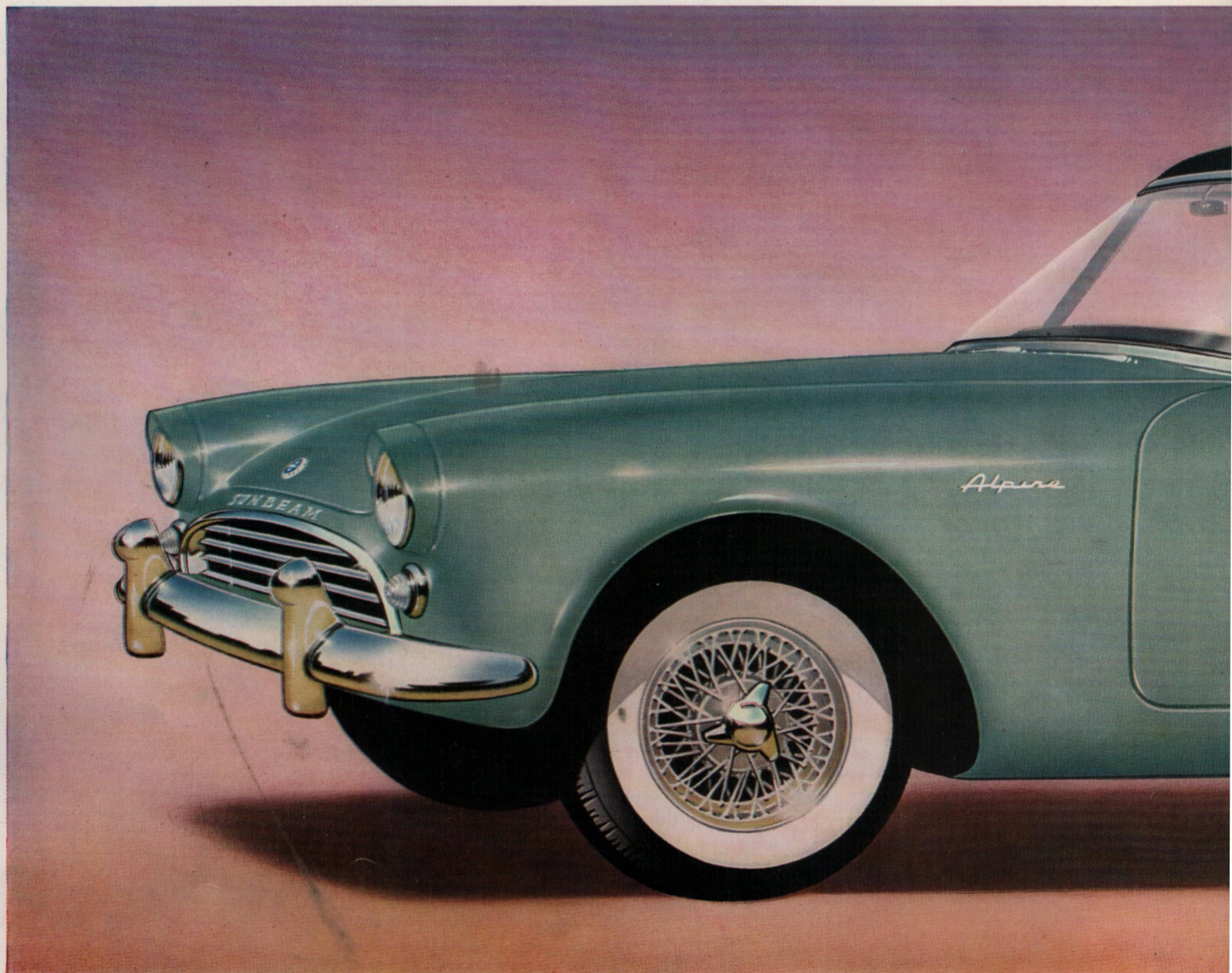
A padded armrest between driver and passenger provides a convenient resting place for small articles such as maps or cigarettes. Mounted

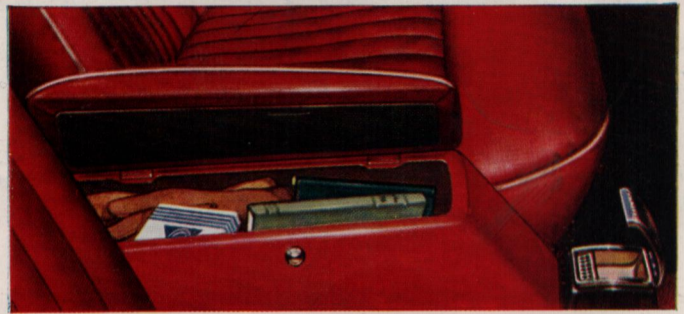
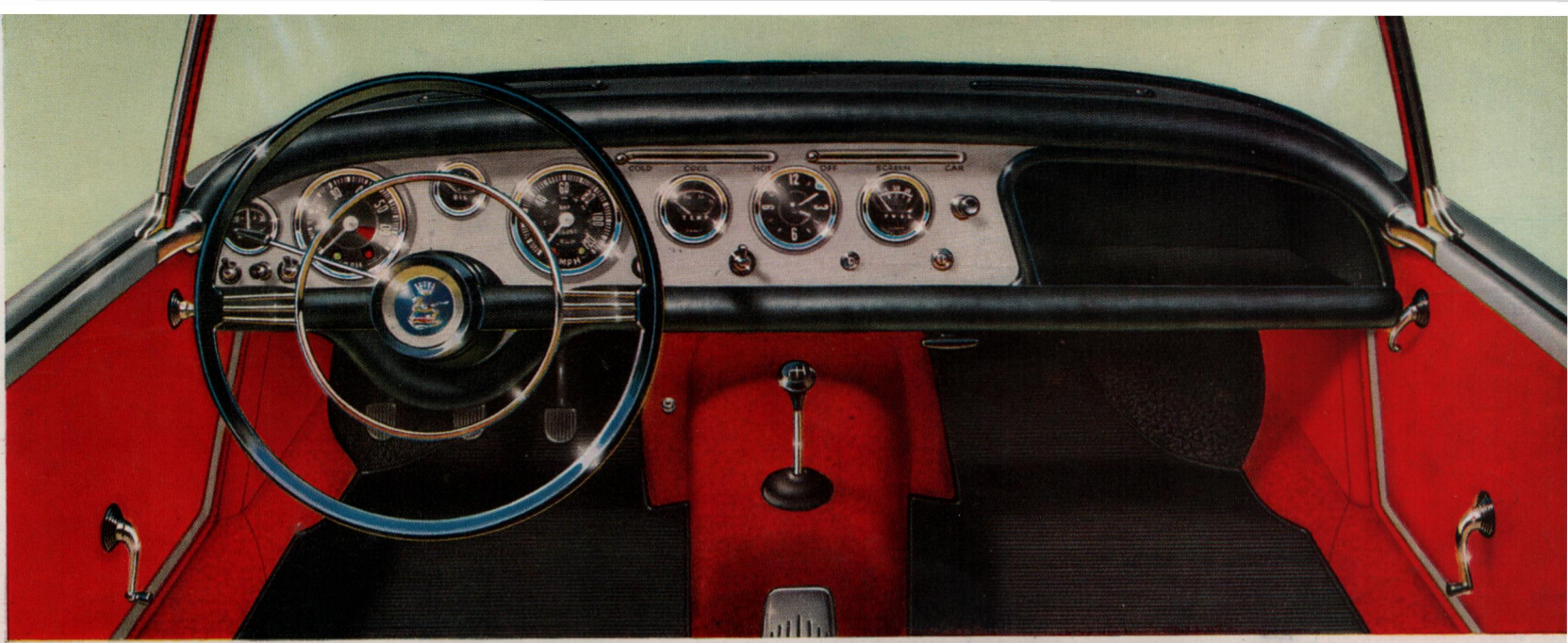
NAMED WITH STYLE AND COMFORT

style, the New Sunbeam Alpine succeeds in modern design. Illustrated above is the smart, distinctive front end treatment — the wings styled into the wings.

The swift, clean-cut body lines sweeping from the front to the tailfins which form an integral part of the design.

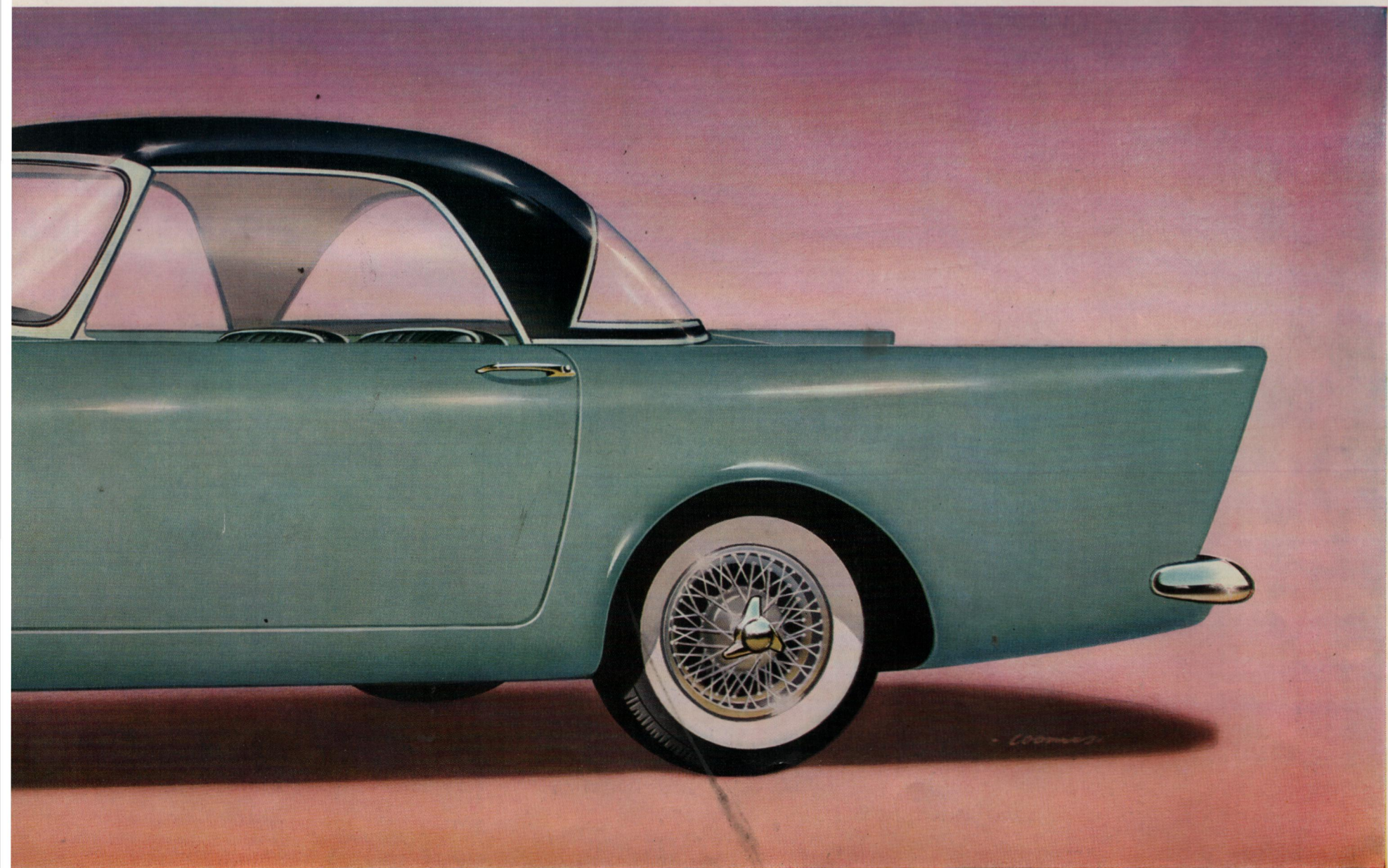
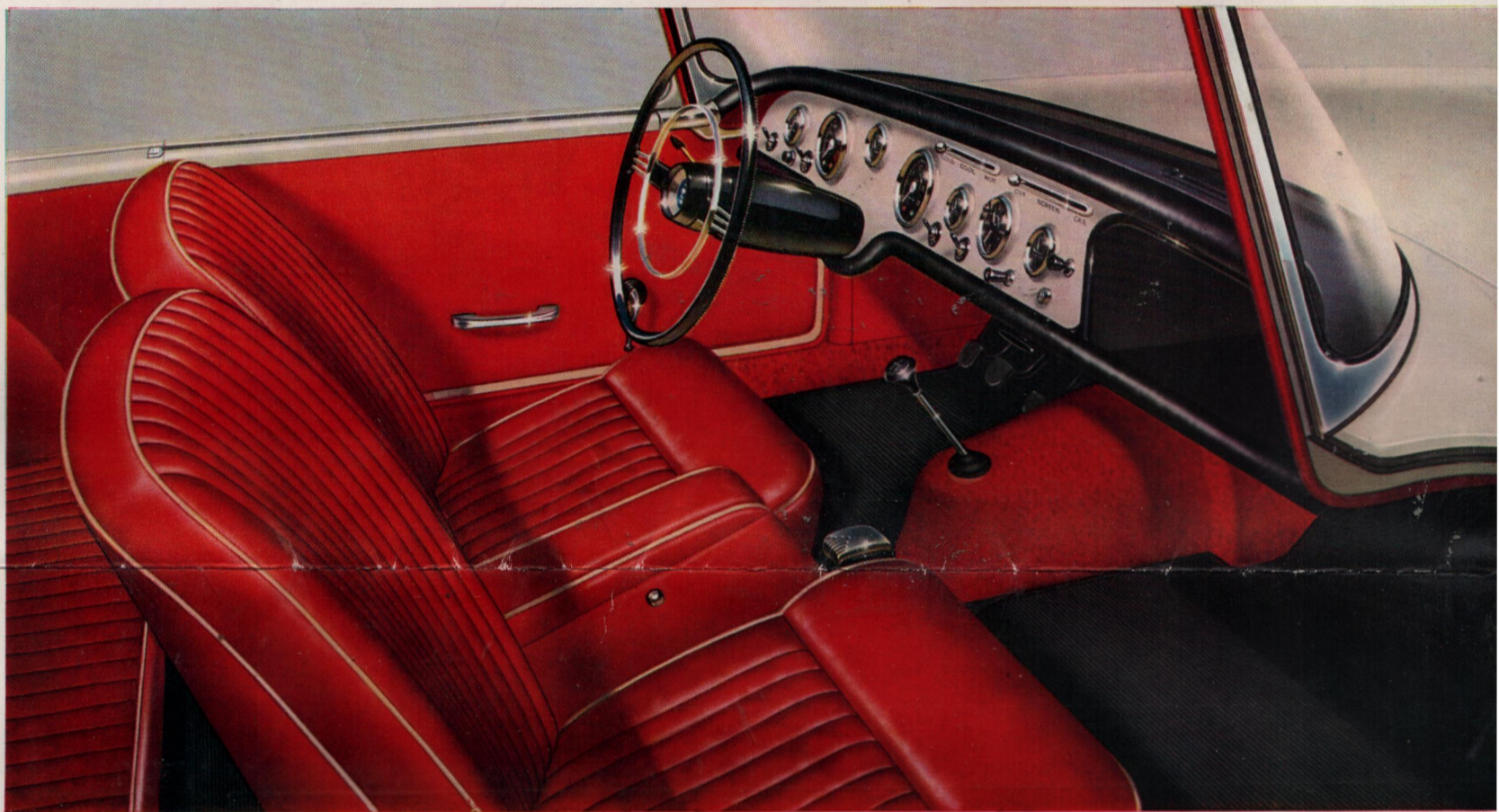
Fixed and quickly fixed in position for comfort . . . and still you have that 'all over' resistance down to a minimum, plus all the amenities of saloon car motoring, to excite attention wherever it appears. In-car visibility. The back light is fully illuminated. The hard top can be removed to give you an open car, and special road speed tyres. Yes, for the thrill, there's a thrilling touch to this car miles above the commonplace.



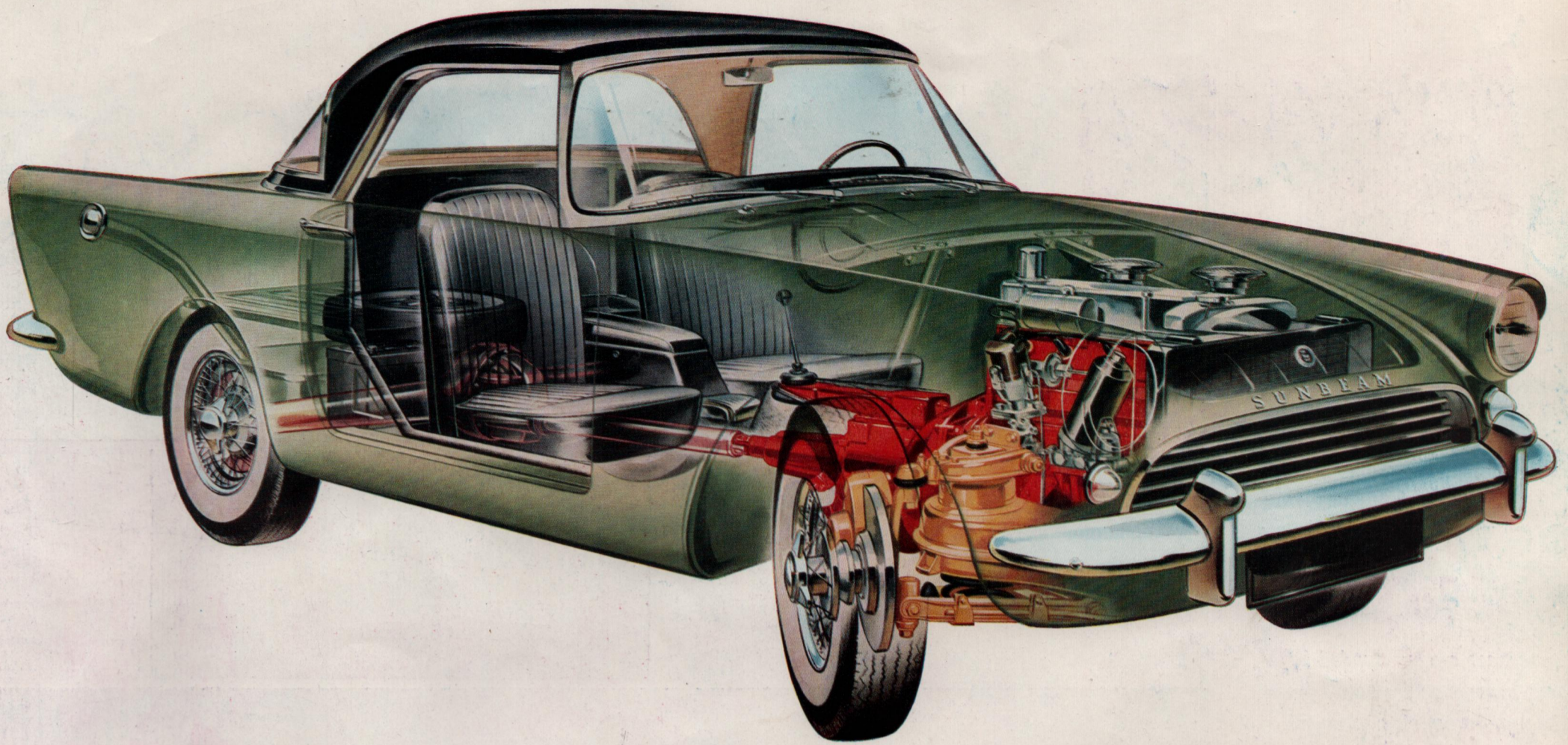


COMFORTABLY IN COMMAND

and passenger are surrounded by instruments, conveniently grouped for the most experienced driver. The two gives finger-light response. A gear changes. Central instrument-temperature, oil and fuel gauges. Extras. Ignition, main beam and speedometer. Below the wipers, while padded rolls for maximum comfort, hold you well with the quality craftsmanship convenient lock-up compartment the floor in front is the ashtray.



White-wall tires, Wire wheels and Hard Top are available as extras

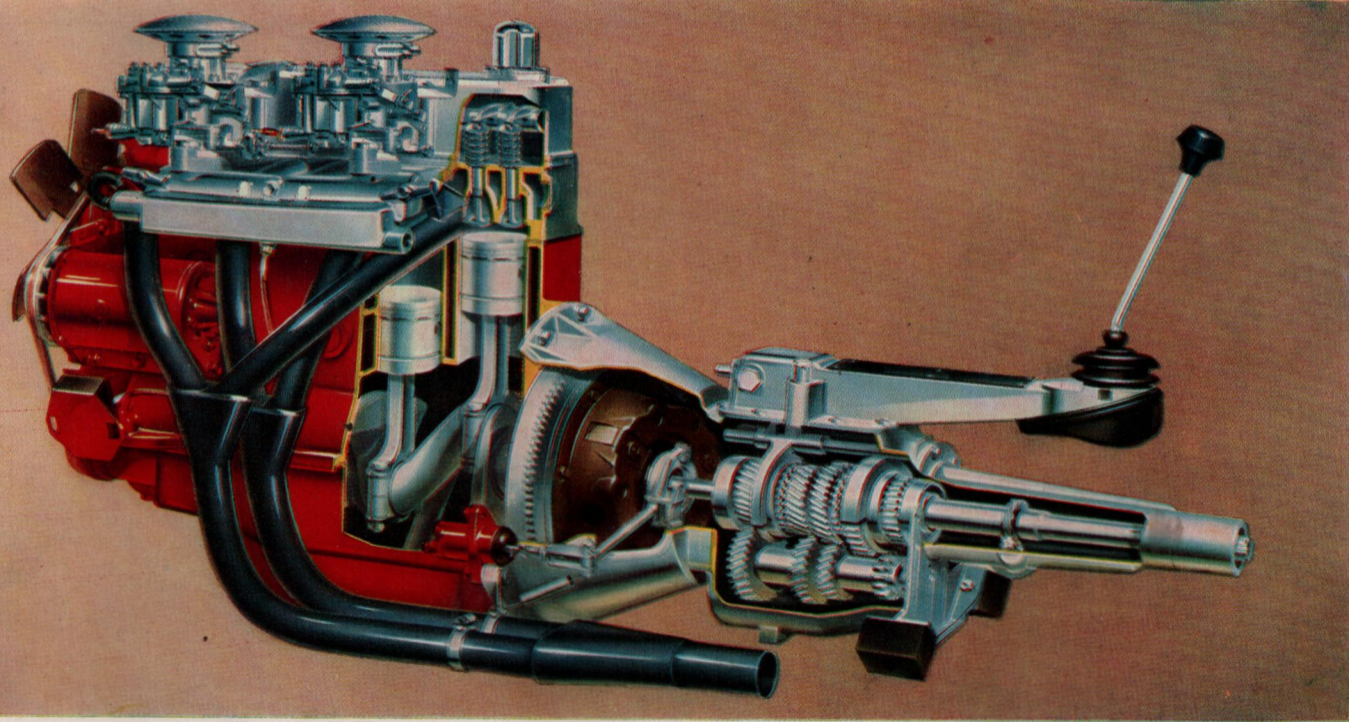


ENGINEERING FEATURES THAT ARE UP-TO-DATE FOR YEARS TO COME

Brilliant New 1.5 litre Power Unit for speeds up to 100 m.p.h. Vivid acceleration, superb performance, with reliability and economy.

Aluminium Cylinder Head with high compression ratio of 9.2:1 • New Twin Downdraught Carburettors and Inclined Overhead Valves • Front Disc Brakes—for freedom from fade and extra safety • Special Four-Speed Close Ratio Gear Box • Overdrive on Top and Third Gears available as an extra • Special Cross-Flow Radiator • High Efficiency Steering • New Hypoid Rear Axle • Exceptional road-holding, cornering and suspension • Unitary Construction for greater strength

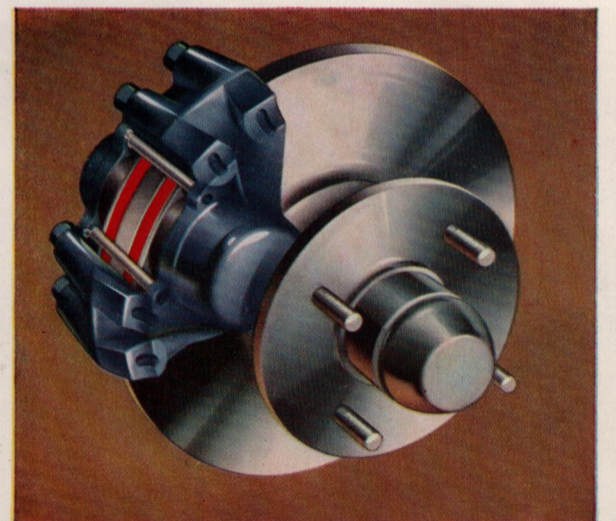
RALLY-PROVED POWER UNIT



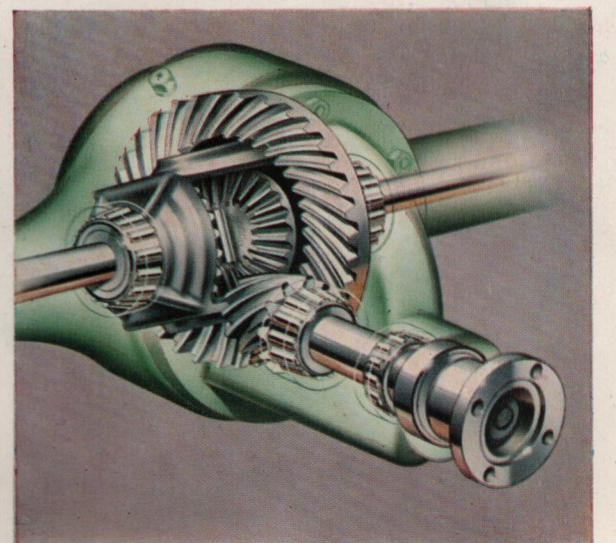
Built to give sparkling sports performance, the new 1.5 litre Power Unit speaks for itself in vivid acceleration, surging power, reliability and economy. An aluminium cylinder head of entirely new design promotes greater thermal efficiency to match the high compression ratio of 9.2 : 1. Developing 83.5 b.h.p. at 5,300 r.p.m. this superb new engine provides road speeds up to 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, each fitted with a sports-type combined air cleaner, plus twin exhaust manifolds specially designed for this engine, give crisper, livelier overall performance.

Other engine features include a high tensile steel crankshaft for added strength and an unusually rigid cylinder block for smoother running and longer engine life.



Girling front disc brakes combine with large-diameter drums on rear wheels to form an extremely efficient braking system consistent with the high speeds of the New Sunbeam Alpine. Anti-fade and effective under all road conditions, disc brakes are self-adjusting and easy to service.



The hypoid final drive axle unit, with semi-floating hubs, has a ratio of 3.89:1. High torque capacity and built-in rigidity ensure quiet operation at all speeds.

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SPECIFICATION OF THE NEW SUNBEAM ALPINE

A ROOTES PRODUCT

ENGINE. Four cylinder unit with push rod operated inclined overhead valves; aluminium cylinder head with inserted valve seats; three bearing counter-balanced crankshaft; steel backed white metal lined main bearings and lead indium lined 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; twin Zenith downdraught carburettors fitted with separate air cleaners; four rubber mountings absorb vibration.

Bore and Stroke : 3.11 x 3.0 in. (79 x 76.2 mm.).

Cubic Capacity : 91.2 cu. in. (1494 c.c.).

Engine develops maximum B.H.P. 83.5 at 5,300 r.p.m. with a compression ratio of 9.2:1. For certain overseas territories the ratio is 8.3:1.

IGNITION. Coil and distributor. Centrifugal and vacuum control of ignition timing. Champion N5 sparking plugs.

COOLING SYSTEM. Centrifugal pump and six bladed fan. Thermostatic control for quick warm up. Special cross flow radiator, with separate expansion tank.

CLUTCH. 8.0 in. (203 mm.). Borg and Beck single dry plate. Hydraulic operation from pendant pedal.

GEARBOX. Four forward speeds and reverse with control ring synchromesh on top, third and second. Centre floor gear change lever.

Overall ratios: Top 3.89 : 1, third 5.413 : 1, second 8.324 : 1, first 13.013 : 1, reverse 16.483 : 1.

REAR AXLE. Semi floating design, with hypoid final drive. Axle ratio is 3.89 : 1.

UNITARY CONSTRUCTION of chassis and body of entirely new design includes an 'X' bracing and gives exceptional strength and rigidity with light weight, and low centre of gravity.

FRONT SUSPENSION. Fully independent front wheel suspension employing silico manganese coil springs and swinging links. Thick rubber pads between springs and abutments minimize the transfer of noise and vibration.

Telescopic shock absorbers housed down the centre of the coil springs.

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

REAR SUSPENSION. Semi elliptic leaf springs. Double acting lever arm, hydraulic shock absorbers maintain adequate control.

STEERING. Burman recirculating ball type with three piece symmetrical track rod linkage. Steering wheel has two sprung spokes and chromium plated horn ring. Left or Right-hand drive available according to market requirements.

BRAKES. Girling 9.5 in. (241 mm.) diameter disc brakes front with a friction lining area of 20.6 sq. in. (132.9 sq. cm.)

9.0 in. (229 mm.) diameter brake drums rear having a lining area of 60 sq. in. (387.1 sq. cm.). Handbrake operates mechanically on the rear wheels, the lever being at the side of the driver's seat.

PETROL TANK. 9 Imp. gallon (41 litres) capacity positioned below luggage compartment floor.

WHEELS. Five pressed steel wheels with cooling apertures and fitted with polished nave plates. Spare wheel held horizontally below luggage compartment floor. Each wheel has a rimfinisher.

TYRES. Tubeless cushion 5.60 x 13 in.

ELECTRICAL SYSTEM. 12 volt 38 amp. hour battery housed under the occasional seat; starter operated through a solenoid from a switch on the fascia; Lucas ventilated dynamo with compensated voltage control; two powerful double dip headlamps with foot dipper control; separate sidelamps; built in twin stop/tail lamps and reflectors; self cancelling flashing indicators controlled by lever on steering column; flood lighting of instruments; twin wind-tone horns; rear number plate illumination lamp; self parking windscreen wipers; warning lights for ignition, main beam and direction indicators.

INSTRUMENTS. Speedometer with trip and mileage recorder, revolution counter, oil gauge, thermometer and fuel gauge.

OVERDRIVE UNIT. Laycock-de Normandie overdrive, designed for use in top and third gears, is available at extra cost.

OVERALL GEAR RATIOS. Top 4.22 : 1 (with O/D 3.389 : 1); Third 5.877 : 1 (with O/D 4.717 : 1); Second 9.038 : 1; First 14.128 : 1; Reverse 17.896 : 1. As this unit is fitted during production it must be specified at the time of placing your order.

OTHER OPTIONAL EXTRAS. (at extra cost). Hard Top; Smiths Radiomobile or Ekco Radio; Heater; Wire Wheels; Road speed and White-wall tyres. These items should be specified at time of placing order for car.

ACCESSORIES. There is a large range of Rootes Accessories available for this model. For details apply to your Dealer.

DIMENSIONS (Approx.) :

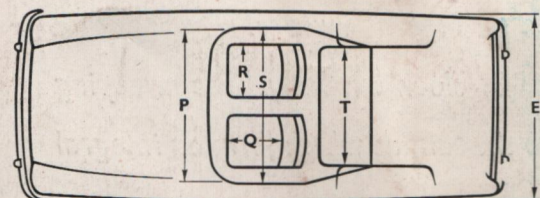
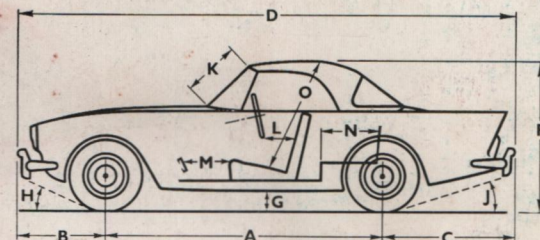
Turning Circle	34 ft.	10.363 m.
Front Track	51 in.	1.295 m.
Rear Track	48.5 in.	1.232 m.

WEIGHTS (Approx.) :

Unladen (with petrol and water)	2165 lb	982 kg.
Dry (without petrol and water)	2082 lb	944 kg.

COLOUR SCHEMES : Thistle Grey with Scarlet upholstery. Carnival Red with Black upholstery. Glen Green with Black upholstery. Embassy Black with Scarlet upholstery. Moonstone with Black upholstery. Moonstone with Scarlet upholstery.

All Hoods and Hard Tops are Black.



BODY DIMENSIONS

A Wheelbase	86 in.	2.184 m.
B Front overhang	27.75 in.	0.705 m.
C Rear overhang	41.5 in.	1.054 m.
D Overall length	155.25 in.	3.943 m.
E Overall width	60.5 in.	1.537 m.
F Overall height	51.5 in.	1.308 m.
G Ground clearance	5.125 in.	0.130 m.
H Front clearance angle	25°	
J Rear clearance angle	20°	
K Windscreen depth	16 in.	0.406 m.
L Steering wheel to front squab		
(Min)	10 in.	0.254 m.
(Max)	17 in.	0.432 m.
M Pedals to seat cushion (Min.)	14 in.	0.356 m.
(Max.)	21 in.	0.533 m.
N Rear seat depth	16.5 in.	0.419 m.
O Front headroom	36 in.	0.914 m.
P Windscreen width (projected)	47 in.	1.194 m.
Q Front seat depth	19.75 in.	0.502 m.
R Front seat width	19.5 in.	0.495 m.
S Maximum interior width	47 in.	1.194 m.
T Rear seat width	38.5 in.	0.978 m.

The above measurements are approximate.

EXPORT ROOTES DIVISION

DEVONSHIRE HOUSE · PICCADILLY · LONDON, W.1

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