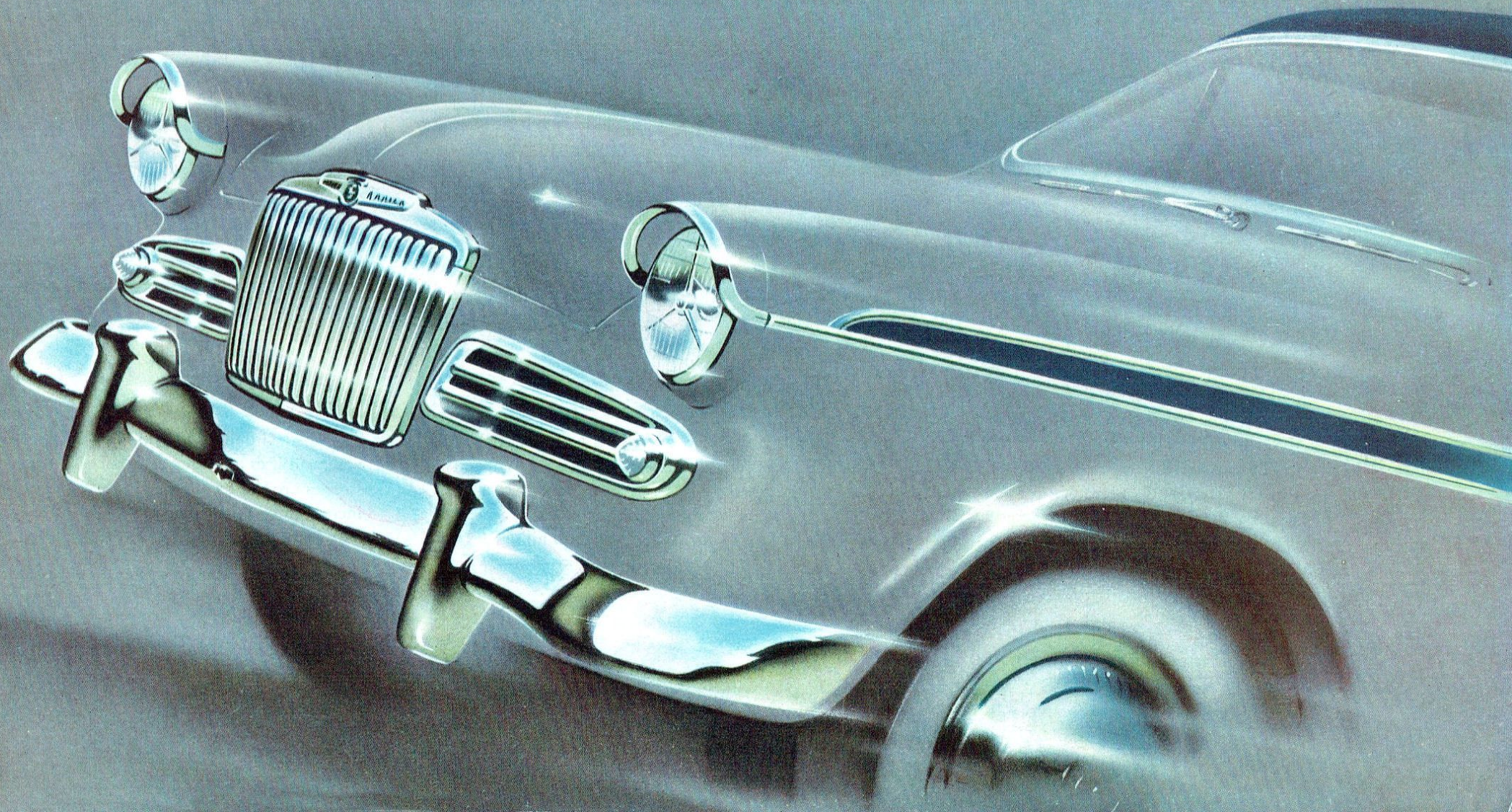


New
SUNBEAM RAPIER



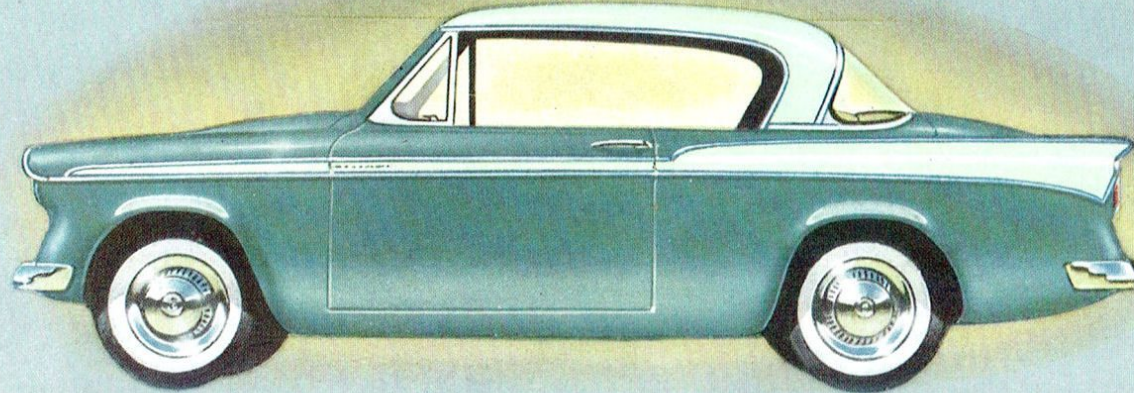
The *exciting* NEW SUNBEAM RAPIER

Powered by the 'Rallymaster' engine

Only Sunbeam could build such an exciting car! Here is the brilliant design and engineering skill for which Sunbeam is famous, the technical advances derived from world rally successes, the traditional Sunbeam craftsmanship and quality. All combined in the NEW SUNBEAM RAPIER, to give you a *more brilliant sports performance* with superb road-holding, luxury travel and economy.

With the 1½-litre, twin carburettor 'Rallymaster' engine, new but already proved in major international events, the NEW SUNBEAM RAPIER now has greater power and higher maximum speed. You will be delighted with its ease of handling, spirited performance, vivid acceleration and flexibility. Braking efficiency is increased to match new power, and other notable features include a new high-efficiency steering unit.

The low centre of gravity, compact wheelbase and improved suspension combine to give great stability. Over rough ground, around bends or cruising on the open road, the rock-steady ride inspires confidence, brings increased enjoyment and *safety*. Styling is new and exclusive, with beauty and action in the crisp, clean lines and sweeping rear fins. Interiors are elegant and luxuriously comfortable. Now, you also have the choice of two models, a racy Sports Saloon and a smart Convertible. Both are finished in attractive duo-tone colour schemes and both are fine value. You will be thrilled with the brilliant new sports performance and you'll be eager to *own* a NEW SUNBEAM RAPIER.



SUNBEAM RAPIER *heir to a famous tradition*



Specification

ENGINE. Four-cylinder unit with push rod operated overhead valves; 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 and built in hot spot; air cleaner and silencer fitted to carburettors. Cushioned power engine mountings absorb any 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. 73 at 5200 r.p.m. with compression ratio of 8.5 : 1. For certain overseas territories the ratio is 7.0 : 1.

IGNITION. Coil and distributor. Automatic advance and retard and vacuum control. 14 mm. N5 wide gap Champion plugs.

COOLING SYSTEM. Centrifugal pump and four-bladed fan. Special selective cooling by jets of hottest parts. Thermostatic control for quick warm up.

CLUTCH. 8.0 in. Borg and Beck single dry plate. Hydraulic operation from pendant pedal.

GEARBOX. Proved four-speed gearbox. Control ring synchromesh on top, 3rd and 2nd gears and centre floor gear change lever. Overall ratios: Top, 4.55 : 1; Third, 6.794 : 1; Second, 11.258 : 1; First, 14.518 : 1; Reverse, 18.389 : 1. Safety catch for reverse gear prevents accidental engagement.

REAR AXLE. Semi-floating design with spiral bevel final drive. Ratio 4.55 : 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 silico manganese coil springs and swinging links. Thick rubber pads minimise the transfer of noise and vibration.

Suspension control by means of high capacity Armstrong 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 or Woodhead-Monroe telescopic shock absorbers maintain adequate control under all conditions.

WHEELS. Five pressed steel wheels with wide base rims. Each wheel embellished with polished nave plate, slotted wheel disc and rimfinisher. Spare wheel held vertically in well on right-hand side of luggage compartment.

TYRES. Tubeless cushion 5.60 x 15 in.

BRAKES. Lockheed hydraulic two-leading-shoe system. Front 10.00 in., Rear 9.00 in. diameter brake drums with integrally cast cooling fins, 146 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 recirculating ball type. Three piece symmetrical track rod linkage, 16.5 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 windscreen 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). Smiths Radiomobile or Ekco Radio; Heating and ventilating equipment; Overdrive unit; white-wall tyres; clock and reversing lamp. For details of the full range of Rootes 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.)
Turning Circle	34 ft. 3 in. (10.44 m.)
Overall Length	162.5 in. (4.127 m.)
Overall Width	60.75 in. (1.543 m.)
Overall Height (SALOON)	58.0 in. (1.473 m.)
Overall Height (CONVERTIBLE)	57.5 in. (1.461 m.)

WEIGHTS (Approx.):

SALOON	
Unladen (with petrol and water)	2370 lb. (1075 kg.)
Laden (four passengers)	2970 lb. (1347 kg.)
Dry (without petrol and water)	2280 lb. (1034 kg.)
CONVERTIBLE	
Unladen (with petrol and water)	2366 lb. (1073 kg.)
Laden (four passengers)	2966 lb. (1345 kg.)
Dry (without petrol and water)	2276 lb. (1032 kg.)

COLOUR SCHEMES:

SPORTS SALOON

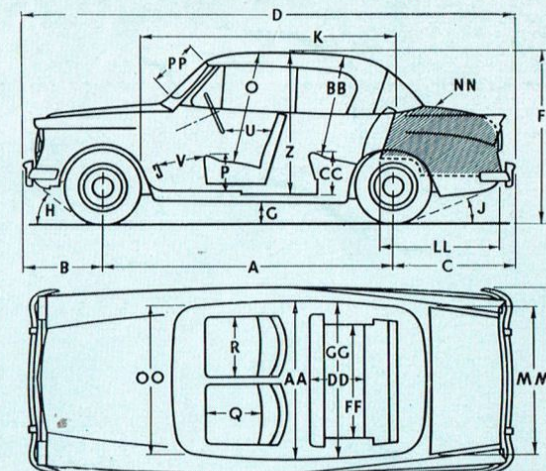
The first named colour is the predominant body colour and the second is the roof, fin and side flash.

Windsor Blue/Corinth Blue with Blue Grey/Pearl Grey upholstery. Cypress Green/Iceberg Green with Fathom Grey/Glacier Blue upholstery. Pearl Grey/Pippin Red with Bright Red/Pearl Grey upholstery. Glacier Blue/Embassy Black with Black/Glacier Blue upholstery. Moonstone/Morocco Brown with Rich Brown/Moonstone upholstery. Morocco Brown/Moonstone with Rich Brown/Moonstone upholstery.

CONVERTIBLE

The first named colour is the predominant body colour and the second is the fin and side flash. All these colour schemes are available with Black hoods.

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BODY DIMENSIONS

	In.	Mm.
A. Wheelbase	96.00	2438
B. Front overhang	26.75	679
C. Rear overhang	39.75	1010
D. Overall length	162.50	4127
E. Overall width	60.75	1543
F. Overall height (SALOON)	58.00	1473
Overall height (CONVERTIBLE)	57.50	1461
G. Ground clearance	5.75	146
H. Front clearance angle	36½°	
J. Rear clearance angle	20½°	
K. Passenger compartment length	86.00	2184
O. Front headroom (SALOON)	36.00	914
Front headroom (CONVERTIBLE)	35.75	908
P. Height of front cushion from floor	13.50	343
Q. Front seat depth	18.50	470
R. Front seat width	21.00	533
U. Steering wheel to front squab: (Min.)	11.50	292
(Max.)	16.50	419
V. Pedals to seat cushion (Min.)	13.00	330
(Max.)	18.00	457
Z. Max. interior height (SALOON)	47.50	1207
Max. interior height (CONVERTIBLE)	47.00	1194
AA. Max. interior width	50.50	1283
BB. Rear headroom (SALOON)	33.00	838
Rear headroom (CONVERTIBLE)	33.75	857
CC. Height of rear cushion from floor	14.50	368
DD. Rear seat depth	18.50	470
FF. Width inside rear armrests	42.50	1080
GG. Width over rear armrests	49.00	1245
LL. Luggage compartment max. depth	36.00	914
MM. Luggage compartment width at opening	42.50	1080
NN. Luggage compartment capacity	13½ cu. ft.	382 dm³
OO. Windscreen width	43.50	1105
PP. Windscreen depth	15.75	400

The above measurements are approximate.

EXPORT ROOTES DIVISION

DEVONSHIRE HOUSE, PICCADILLY, LONDON, W.1

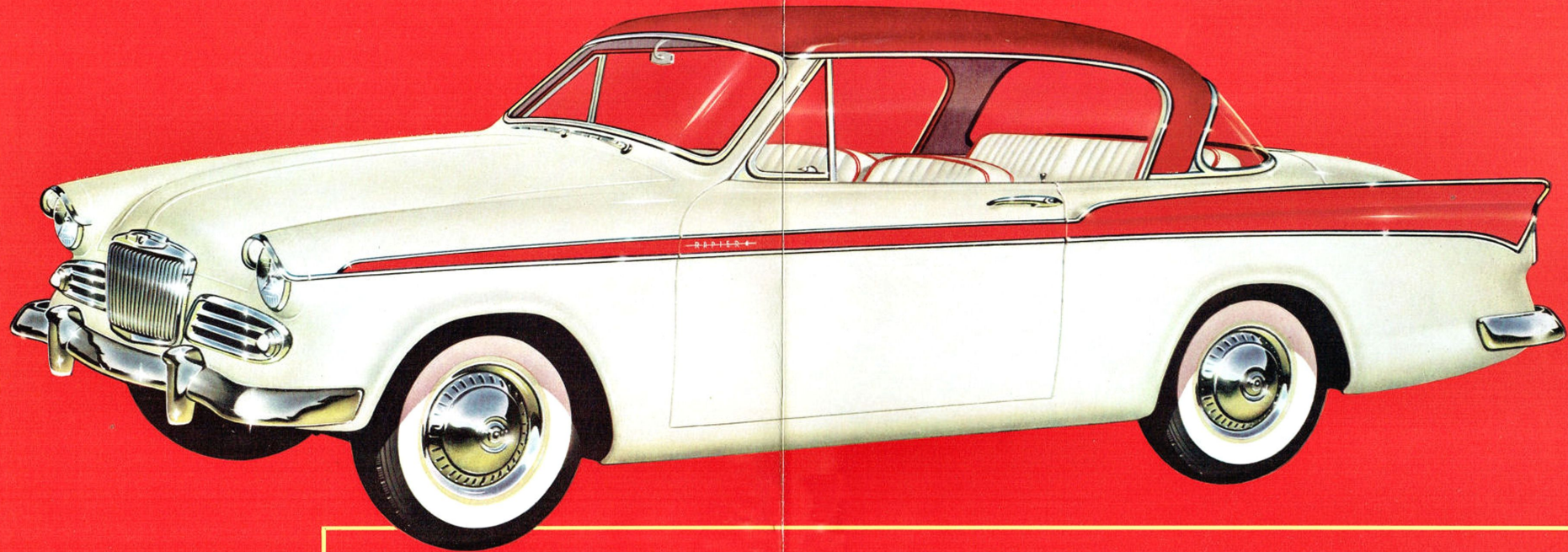
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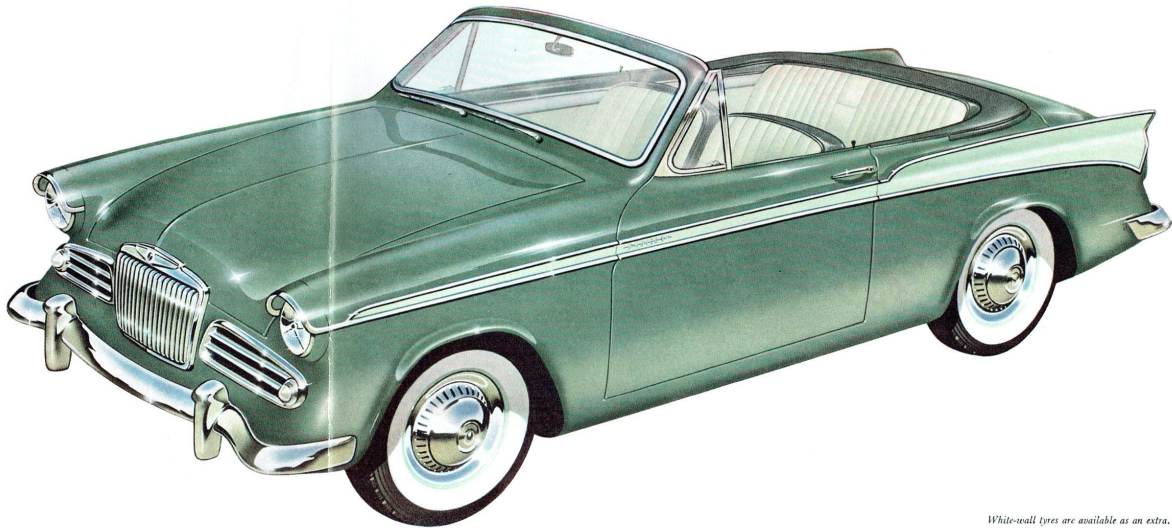
Lund Humphries. 2/38/30



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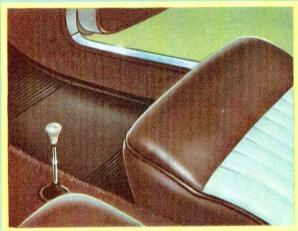
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ROOTES PRODUCTS

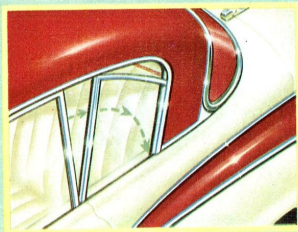


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a pedigree car for pleasure and action



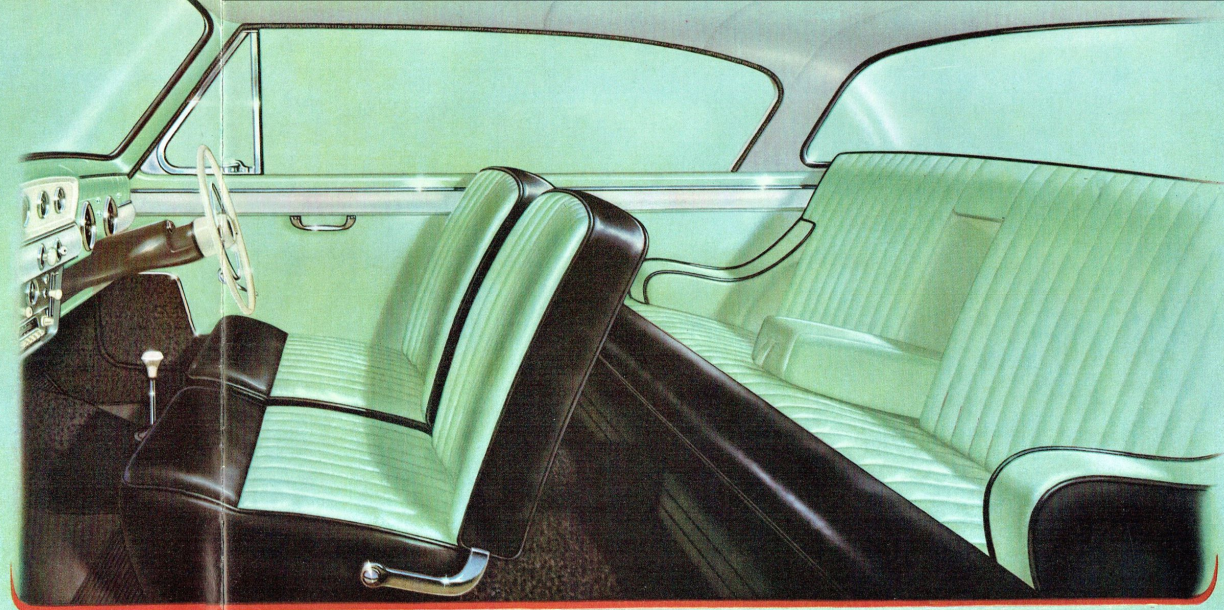
Gearchange. A short centre-floor lever permits quick, deft gear changes. Finished in chrome, always readily to hand.



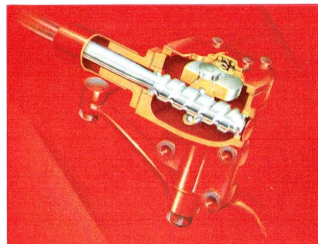
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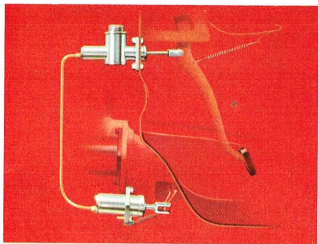
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interior elegance with colour harmony



Precision steering. A new high efficiency steering unit, of recirculating ball unit design, gives lighter precision control. One of many advanced technical features.

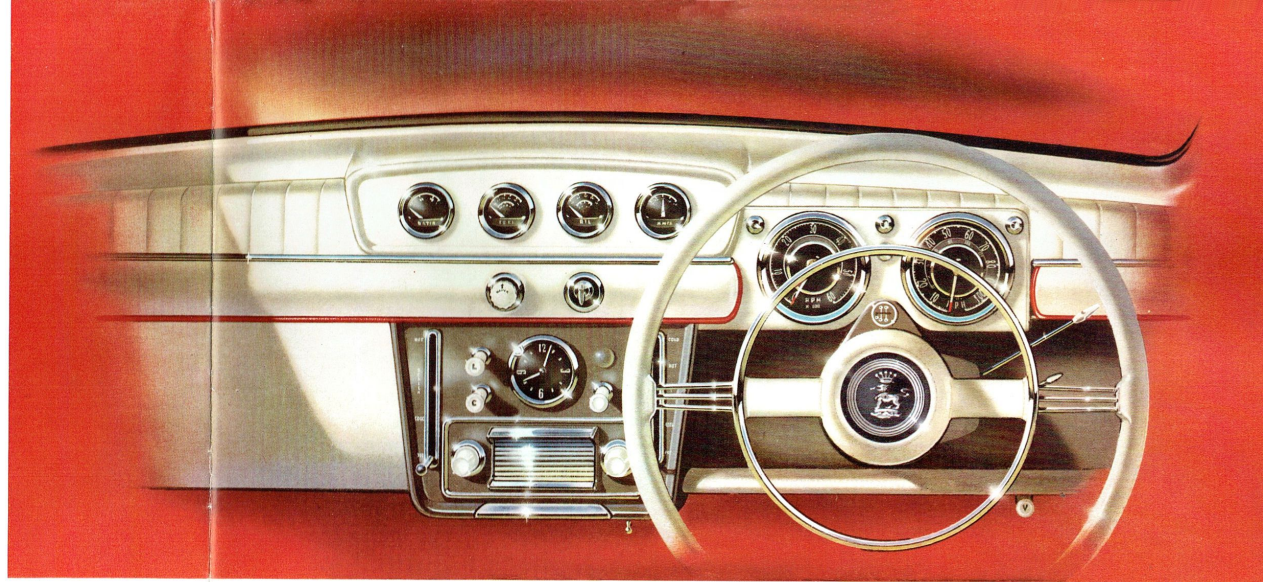


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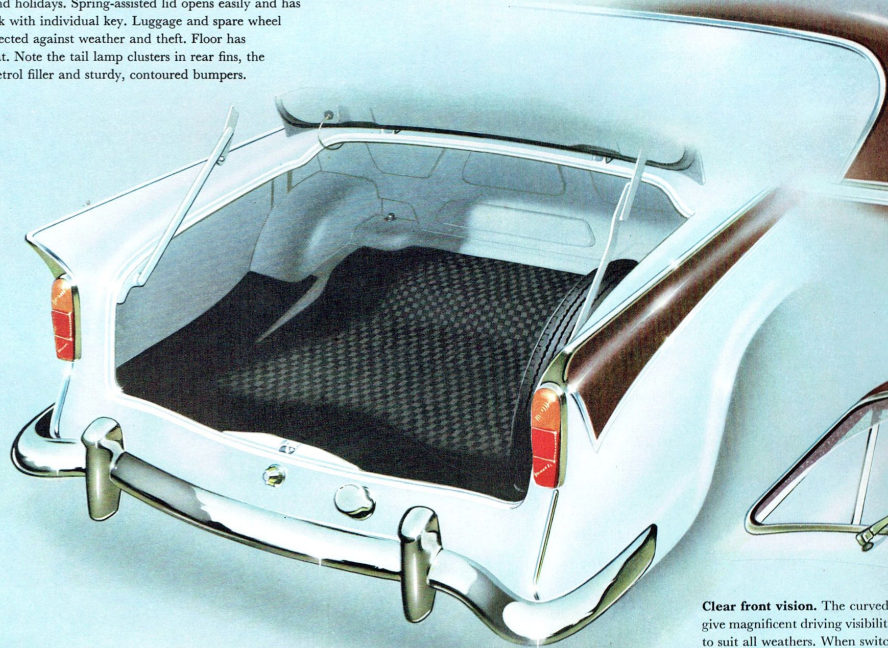
the driving position gives you complete mastery of the NEW SUNBEAM RAPIER – its power, high sports performance and *safety*. The new, high-efficiency steering unit together with improved steering design provide lighter, precision control. Speedometer can be clearly seen through the wheel which has a full-circle horn ring. The control panel is compact, beautifully equipped and logically planned. Standard equipment includes a revolution counter, water, fuel, oil and ampere gauges, two-speed windscreen wipers, panel floodlight, choke control and cigar lighter. There is provision for overdrive, radio, heater and clock as extras. Stylish fascia has padded safety roll with lockable glove-box and parcel tray below.

SUNBEAM is a name famous in motoring history. Innumerable cups and trophies bear witness to their successes in International Rallies and Concours d'Elegance. Now, Sunbeam's experience in competition events, their skill in engineering and flair for design are embodied in the brilliant NEW SUNBEAM RAPIER.

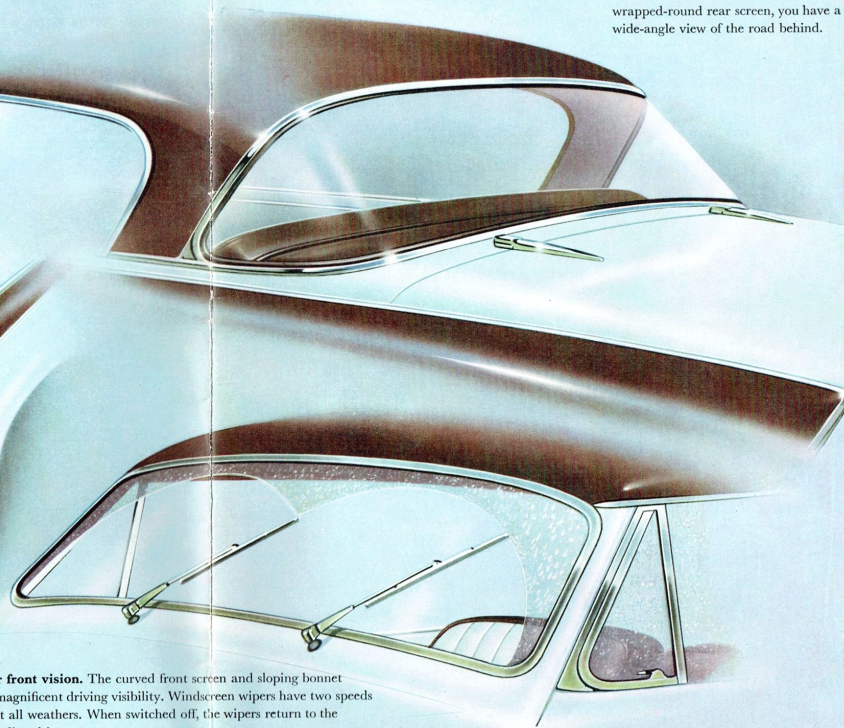


s u p r e m e i n s t y l e , p e r f o r m a n c e a n d l u x u r y c o m f o r t

Big luggage space. The large-capacity luggage compartment is a boon for touring and holidays. Spring-assisted lid opens easily and has slam-type lock with individual key. Luggage and spare wheel are fully protected against weather and theft. Floor has protective mat. Note the tail lamp clusters in rear fins, the convenient petrol filler and sturdy, contoured bumpers.

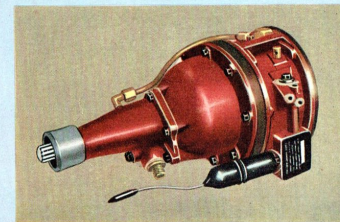
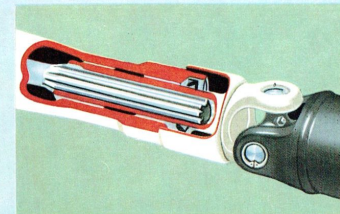


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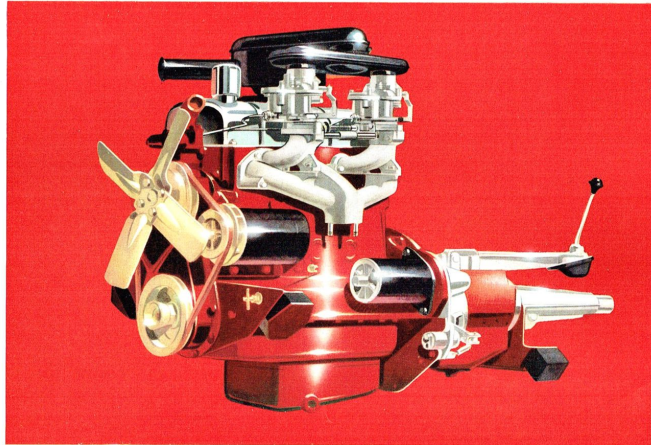
Full rear vision. With the fully wrapped-round rear screen, you have a wide-angle view of the road behind.

In the transmission, the forward end of the reverse spline propellor shaft is encased within the gearbox, so ensuring automatic and continuous lubrication of moving components.



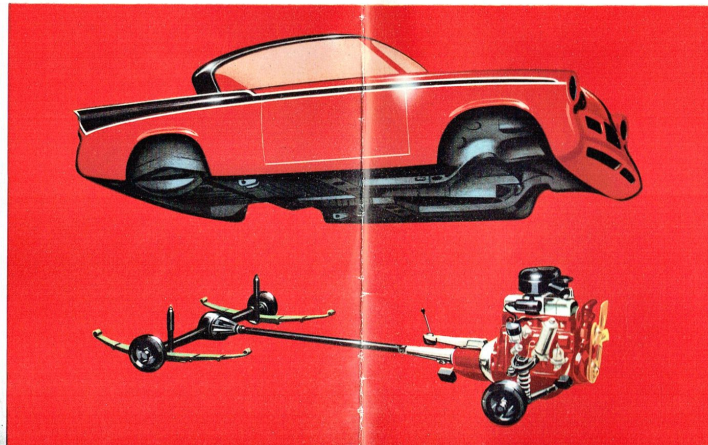
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sports performance



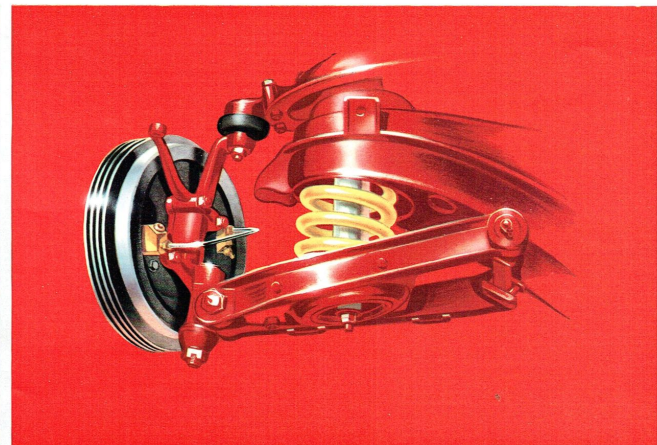
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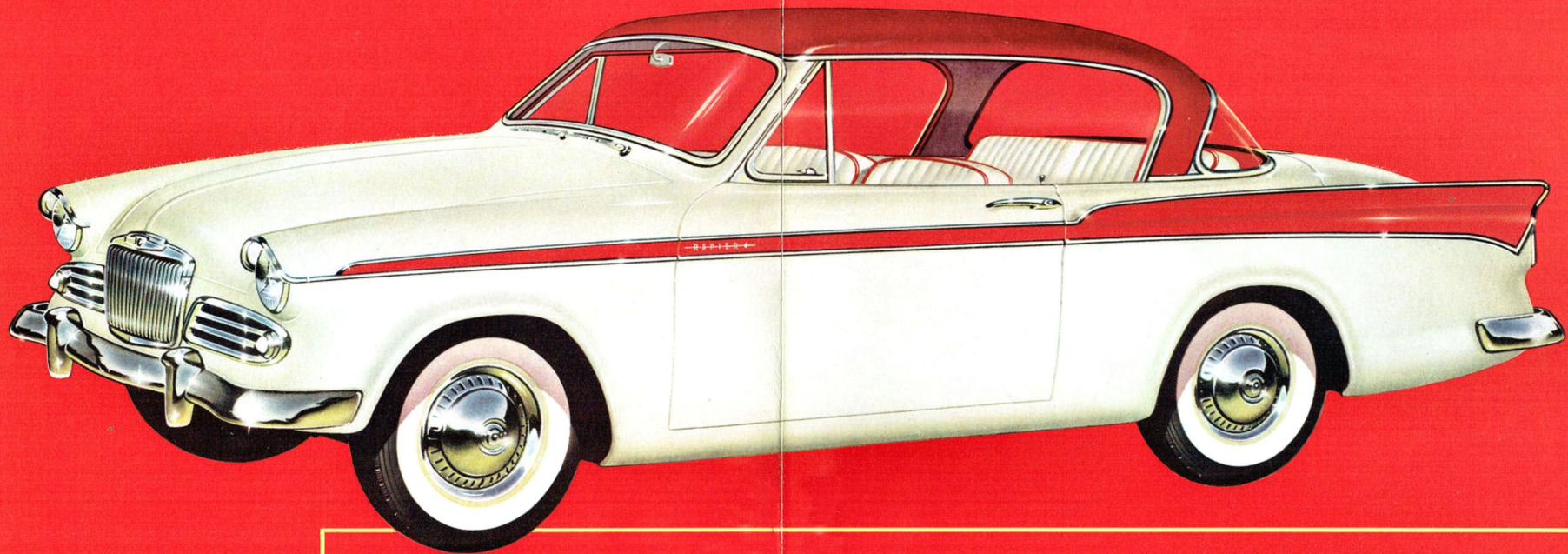
The all-steel unitary construction is the strongest and safest form of body-chassis structure. Rapier's design utilises a unique combination of longitudinal and transverse members welded in such a way that stresses are more equally distributed. Torsional strength is very high. The 'step-down' floor incorporated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

strength and safety



To match the increased power and speed, the fully-independent front suspension has new, high-rated coil springs and new, large-capacity telescopic shock absorbers. The entire Rapier suspension system is highly efficient and easy to service. Because of the balanced weight distribution and low centre of gravity, the suspension gives you remarkable stability, firm road-holding, a smooth, even ride over uneven surfaces and *safety* at speed.

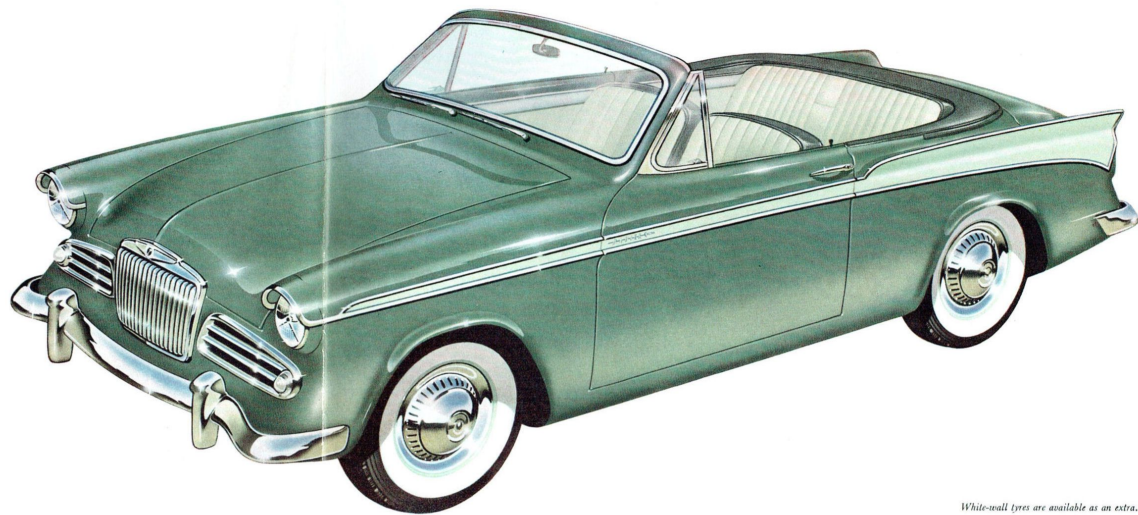
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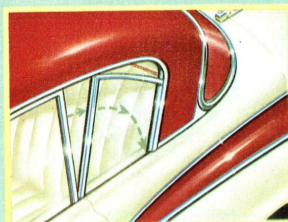
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ROOTES PRODUCTS

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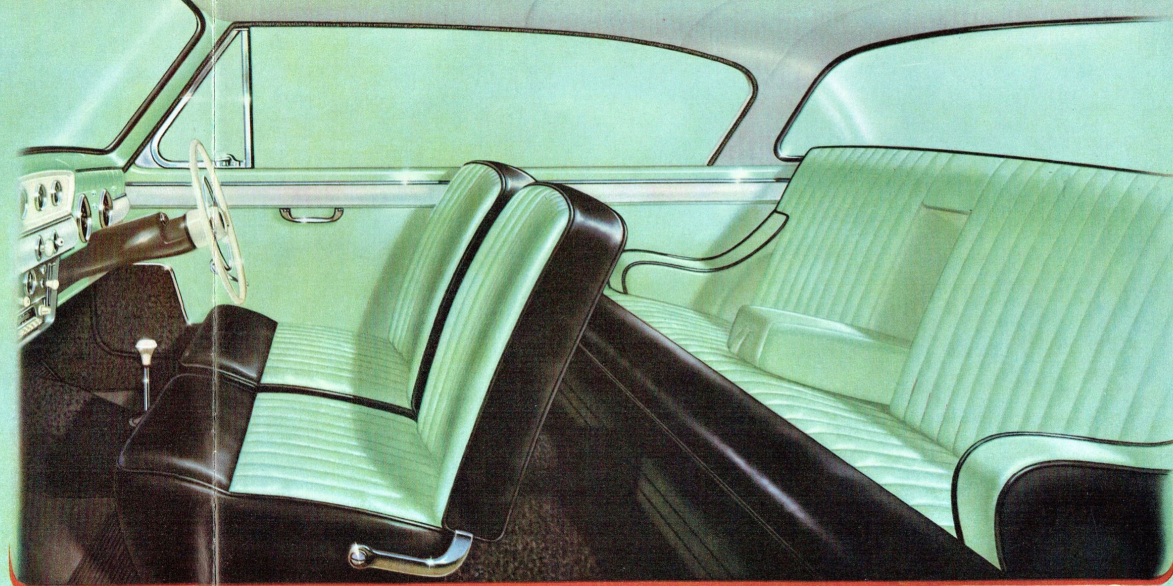
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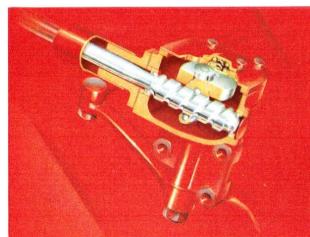
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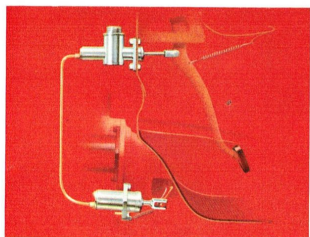
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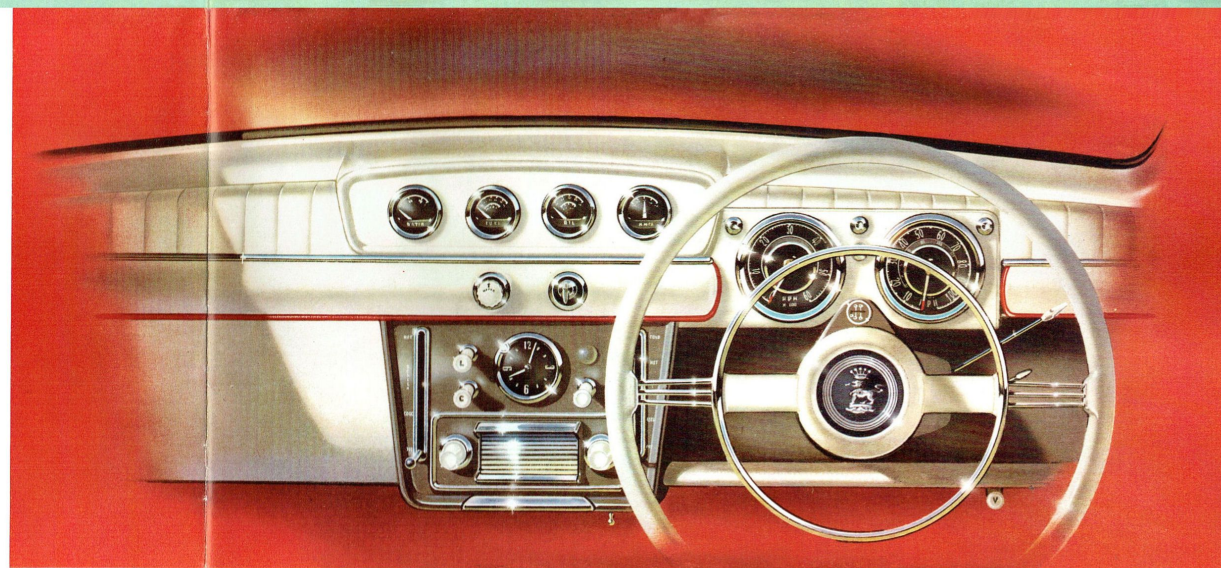


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supreme in style, performance and luxury comfort

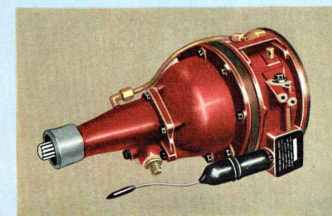
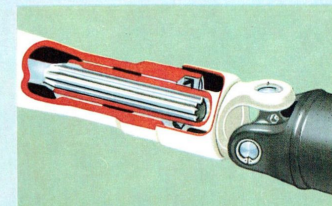
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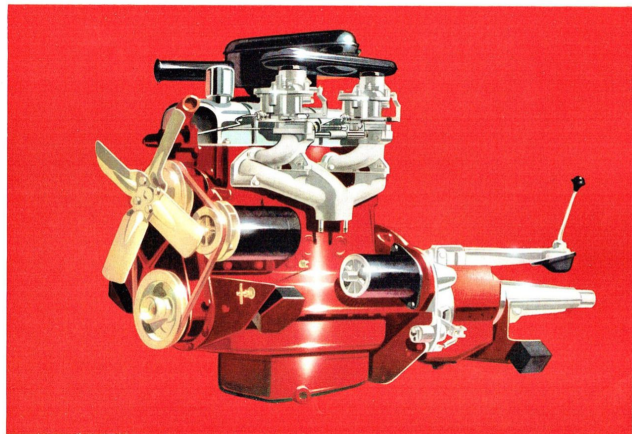
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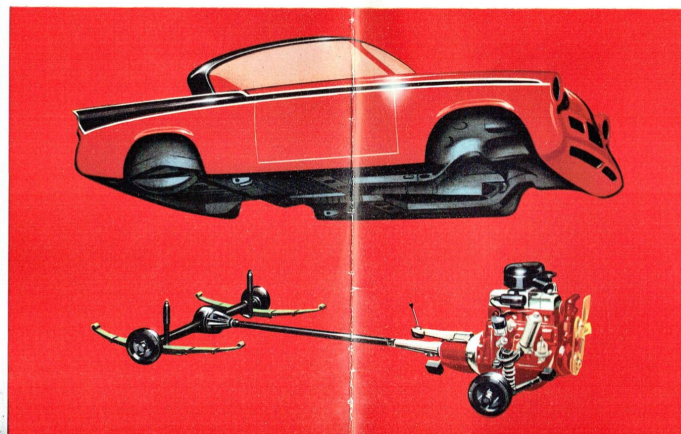
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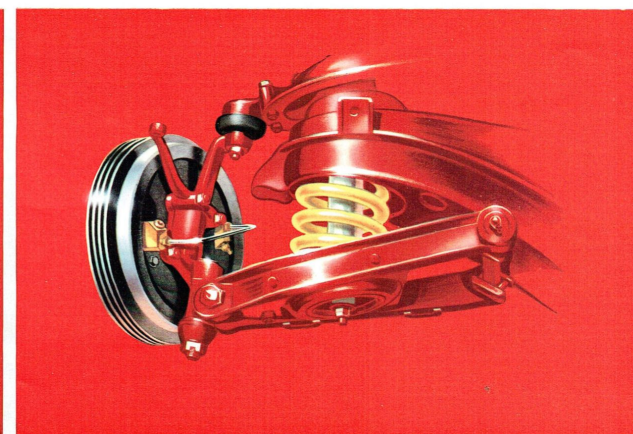
This is the twin carburettor, 'Rallymaster' o.h.v. engine that now powers the new SUNBEAM RAPIER. It has been specially developed to give a livelier sports performance, with reliability and economy. With a new capacity of 1½ litres (1494 c.c.), and a new compression ratio of 8.5:1, the 'Rallymaster' develops 73 b.h.p. and gives a road speed of over 90 m.p.h. It has increased maximum torque for greater pulling power. You get *faster* acceleration through the 4 gears, *higher* cruising speeds, *quicker* get-away and *better* performance on hills.

improved suspension



The all-steel unitary construction is the strongest and safest form of body-chassis structure. Rapier's design utilises a unique combination of longitudinal and transverse members welded in such a way that stresses are more equally distributed. 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 protected against rust and corrosion.

strength and safety



To match the increased power and speed, the fully-independent front suspension has new, high-rated coil springs and new, large-capacity telescopic shock absorbers. The entire Rapier suspension system is highly efficient and easy to service. Because of the balanced weight distribution and low centre of gravity, the suspension gives you remarkable stability, firm road-holding, a smooth, even ride over uneven surfaces and *safety* at speed.

brilliant new sports performance — superb quality and fine value