

The Sunbeam success story began a long time ago . . . in 1912, when Sunbeams gained their first international success in the French Grand Prix at Dieppe. International contests are the most exciting test of a car's performance, quality, reliability and endurance. The fact that the Sunbeams have gained so many major awards throughout the years speaks for itself.

At the Grand Prix meeting at Silverstone, the Rapier won its class and also set a new class lap record of 81.94 m.p.h. Another class win was in America, in the 1st International Compact Car Race, and to start off the 1961 competition season, Rapiers took 1st and 2nd places in their class in the Monte Carlo Rally as well as putting up the fastest lap of the Monaco Grand Prix Circuit. Once again, it was the highest placed British car in the rally.

In 1960, the Rapier again demonstrated that in international Rallies it was the most successful car in its class—taking 1st and 2nd places in four outstanding events: the Monte Carlo Rally, the Circuit of Ireland Rally, the Greek Acropolis Rally and the Alpine Rally.

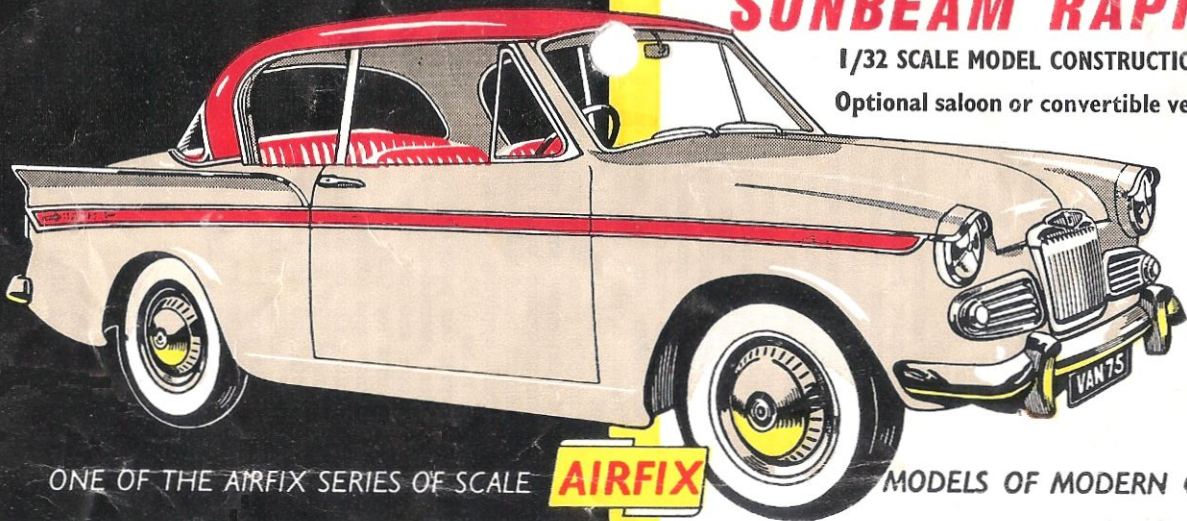
The Sunbeam name shines brilliantly through fifty years of motoring history. During these years of tremendous achievement, Sunbeam cars have always been amongst those whose job it is to set the leading pace. To-day, the new Sunbeam Rapier is the latest of a famous line to ride the high road to success.

SUNBEAM RAPIER

SUNBEAM RAPIER

1/32 SCALE MODEL CONSTRUCTION KIT

Optional saloon or convertible versions



ONE OF THE AIRFIX SERIES OF SCALE

AIRFIX

MODELS OF MODERN CARS

MADE IN ENGLAND

PATTERN NO. M1C

INSTRUCTIONS

It is recommended that the instructions and exploded view are studied, and assembly practised, before cementing together. Wherever possible parts should be painted before assembly, referring to the painting notes given below and the illustration overleaf. Note that either the saloon or convertible version can be completed.

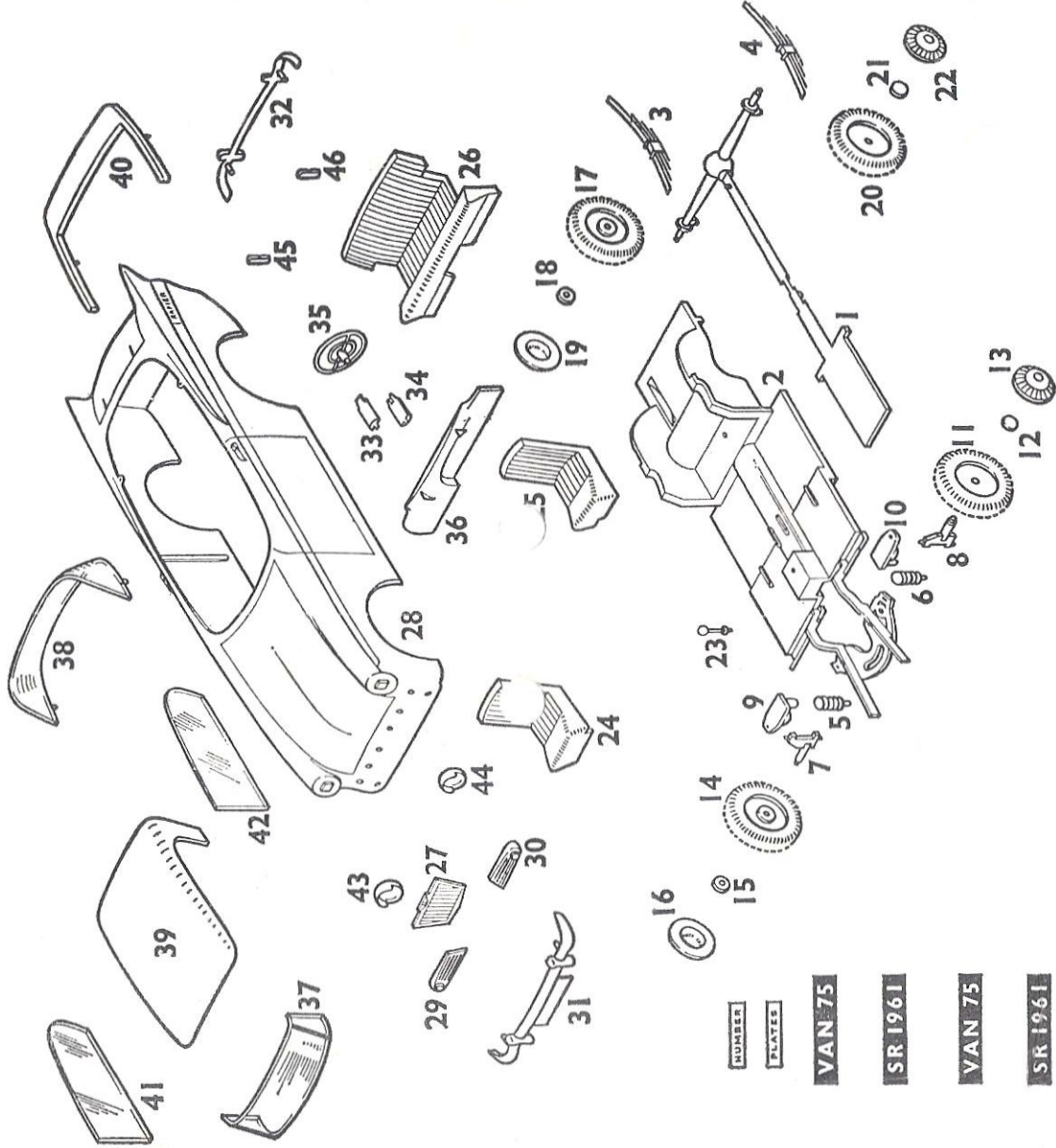
1. Cement transmission to chassis, the pin on the rear of the transmission locating in the hole beneath chassis and the front of the transmission locating OVER the forward chassis cross member (1 & 2).
2. Cement rear springs in place, locating the spring centres over square bosses beneath axle, the back (longer) ends of springs resting on the raised lips below edges of chassis (3 & 4).
3. Locate and cement pins of front springs into round holes in front chassis cross member (5 & 6).
4. Locate and cement bottom pegs of stub axles into square locating holes on either side of front springs. Ensure they are the correct way up, i.e., with axles towards bottom (7 & 8).
5. Locate and cement appropriate stub bearings in place over stub axles and springs, and on chassis locations. Ensure they are correctly fitted and that axles are properly aligned before setting aside to dry (9 & 10).
The underside of the chassis and springs and axle detail should now be painted and allowed to dry before proceeding.
6. Place one wheel on to stub axle, ensuring the small boss on the wheel centre is on the inside. Apply a drop of cement to inside of the hole in wheel retaining flange, then carefully press into place over projecting end of axle; ensure wheel spins freely and that no cement touches wheel (11 & 12).
7. Cement wheel disc into recess on outside of wheel, applying cement only to outside edge of recess (13).
8. Repeat this procedure for the remaining three wheel assemblies (14—22).
9. Locate and cement gear lever into hole in gearbox top (23).
10. Locate and cement both front seats over locating ribs on chassis, after first painting if required (24 & 25).
11. Locate and cement rear seat in place (26). Any further painting of chassis and floor should now be completed and the assembly set aside to dry.
12. Locate and cement radiator pins into body (27 & 28).

SUGGESTED COLOUR SCHEME

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|------------------------|--|
| Pearl Grey: | Complete body except as detailed below. |
| Red G.1: | Saloon top, side flashes on body, upholstery and interior trim, tail lights and hood cover. |
| Dark Brown: | Face of dashboard. |
| Matt Black M.4: | Underside of chassis, transmission, springs, etc., steering wheel, tyres and top of dashboard. |
| Silver G.8: | Bumpers, wheel discs, radiator and grilles, windscreen frame, trim around rear number plate. |

N.B.—For painting use "AIRFIX" Paints. For fixing use "AIRFIX" Polystyrene Cement.

13. Similarly locate and cement left and right hand grilles into body front locations (29 & 30).
14. Locate and cement front bumper into lowest set of locating holes (31).
15. Similarly locate and cement rear bumper to rear of body, the small bulges on each over-riding uppermost (32).
16. Cement together two halves of steering wheel box, at the same time locating and cementing steering wheel in hole in assembled box (33, 34 & 35).
17. When assembly is dry cement pin on steering wheel box into hole in dashboard (36).
18. Locate and cement dashboard into body, the two tabs behind dashboard fitting into recesses in body.
19. Locate and cement transparent windscreen to body (37).
20. If the saloon version has been selected next cement rear window transparency to rear end of saloon top (38 & 39).
21. If the convertible has been chosen locate and cement hood cover in place, the small pins below cover locating into holes above body on either side of rear seat (40).
On the saloon now locate and cement assembled top and rear window to windscreen and body.
23. On the saloon version, from the inside locate and cement in place side windows (41 & 42).
24. Locate and cement in position headlamp transparencies, after first painting rear of lens silver (43 & 44).
25. Locate and cement transparent tail lights in place on flat bases beneath rear fins, after painting rear of lens red (45 & 46).
If it is wished to paint the inside of the body it should be done at this stage and allowed to dry before proceeding.
26. Locate and cement completed chassis unit into body, the chassis resting on locating ribs inside body.
27. Any further painting should now be completed and finally the printed number plates cut out and cemented in place.



NUMBER

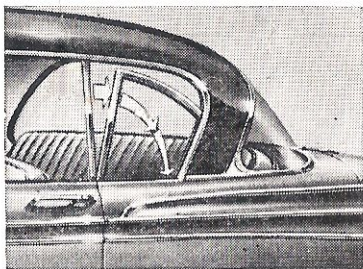
PLATES

VAN 75

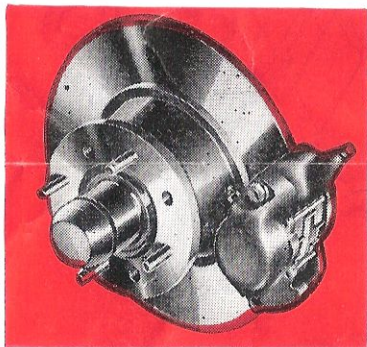
SR 1961

VAN 75

SR 1961

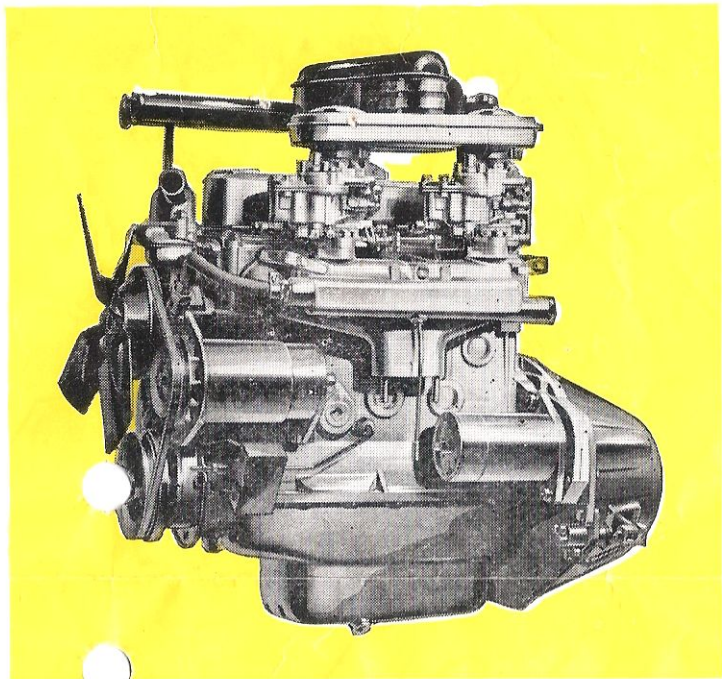


The rear quarter-lights can be fully opened and closed, or adjusted to any degree of ventilation.



For maximum safety, fade-resistant Disc Brakes are fitted to the front wheels of the Rapier.

These combine with large drum brakes on the rear wheels to form a very effective braking system. Smooth and effortless to operate, Disc Brakes are self-adjusting and completely unaffected by weather conditions.



The superbly designed 1½ litre Power Unit develops 78 b.h.p. at 5,400 r.p.m. It has an aluminium cylinder head, specially cast to ensure maximum thermal efficiency, thus allowing a compression ratio of 9.2 : 1. Inclined overhead valves follow an entirely new arrangement of inlet and exhaust porting for excellent heat distribution, while twin carburettors and a special water-heated inlet manifold of advanced design combine to give crisper, livelier overall performance. Overdrive, available as an extra, operates on top and third gears, and further improves performance and economises on fuel.