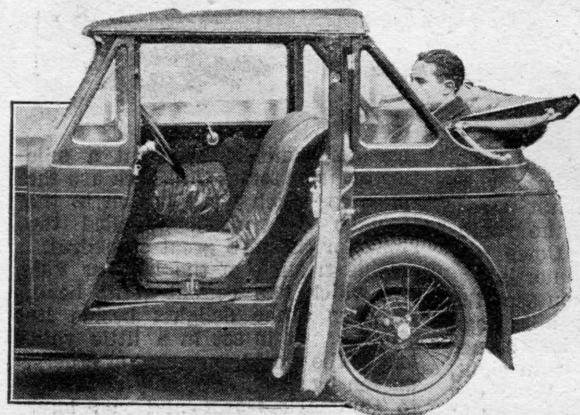


Interesting FOUR-PURPOSE BODY

Very Roomy and Comfortable Design for Any Type of Chassis—An Any-weather Car

A PART from the striking appearance of the new Sunrayn four-purpose body one gains, on first sight, an impression of extreme

and rear quarter are opened, flexing or warping do not occur as the car passes over uneven surfaces. This makes for extreme rigidity, in fact, the need for which will be appreciated when it is realized that there is no support between the cant-rails behind the screen when both the roof and rear quarter are opened.



This photograph shows the roominess of the Sunrayn four-purpose body; even on a short wheelbase chassis there is a surprising amount of room for the rear seat passengers to sit without being cramped up.

roominess, which is amply borne out on a closer inspection.

This body can be used as a saloon, a saloon with a sliding roof, as a landaulet, or as a sunshine saloon with the head open and rear quarter folded back and in each case the appearance is really very attractive. The construction is interesting, the main framework consisting of light steel members carrying woodwork to which the fabric covering is attached. Thus it is very light in weight, whilst in view of this arrangement it is possible to get the maximum width possible inside without overstepping the wing width and making the car look bulgy. Moreover, the framework comprises one continuous bond from cantrail to cantrail, so that even when the head

The triangular quarter lights have been provided for the dual purpose of preventing back draughts which would disturb the front-seat occupants and of acting as side screens for the benefit of people in the rear of the car. They give, also, of course, a balanced appearance in view of the sloping windscreen employed.

The sliding roof opens to the front and is very easy to operate; it is of the spring-actuated roller-blind type, whilst two sliding cross-members, which travel with the roof as it is opened or closed, prevent any tend-

ency for the fabric to sag, thereby maintaining a good, even line along the head. A perfectly waterproof seal is provided when the car is used as a saloon, in which circumstance it is as cosy and snug as any fixed-head model.

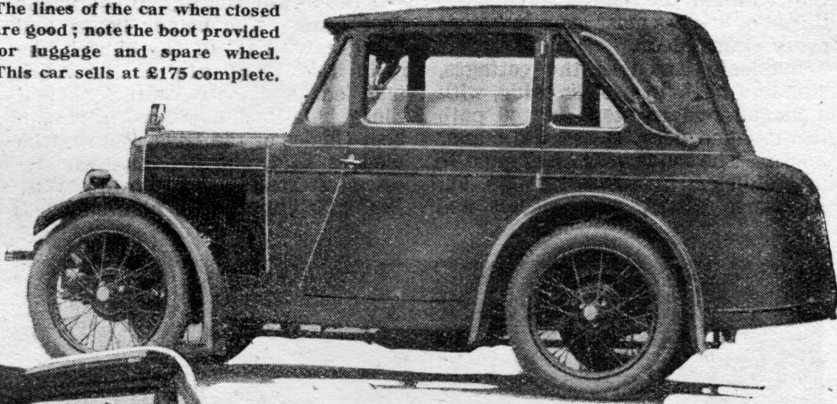
Pneumatic Upholstery Fitted.

Comfort is another matter which has been considered carefully in this body. Moseley Float-on-Air pneumatic upholstery is used, incidentally, and the front bucket seats have very high squabs, affording adequate support to the shoulders. Leg-room for the rear-seat passengers is adequate, thanks to the provision of deep footwells, whilst the depth of the cushion from front to back is more than one would anticipate. Behind the rear seat is considerable luggage space in the boot, at the base of which is housed, in a horizontal position, the spare wheel; it is protected from dirt, moisture and theft.

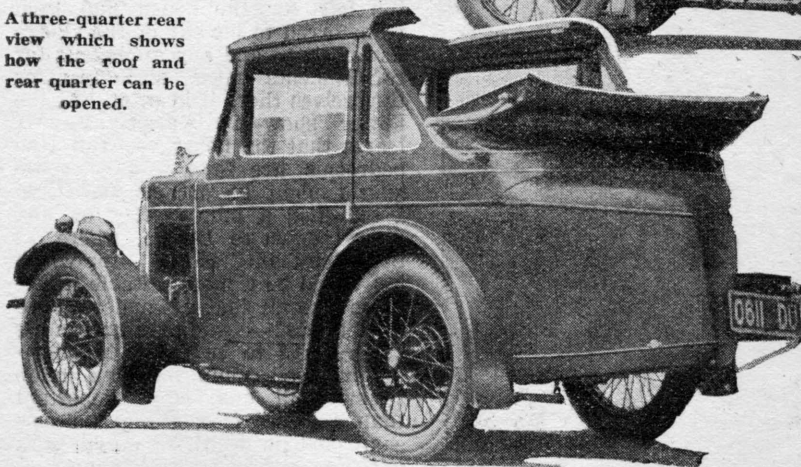
Another feature of interest is that the door widens at the bottom, giving extra room for one to swing one's legs in or out, so that one does not have to double up to get in or out of the car.

The example illustrated is fitted to

The lines of the car when closed are good; note the boot provided for luggage and spare wheel. This car sells at £175 complete.



A three-quarter rear view which shows how the roof and rear quarter can be opened.



a Morris Minor chassis, and this car sells complete at £175. The finish is very good throughout. It is built by Sunrayn, Ltd., of Claremont House, Staines Road, Bedfont, Middlesex, who can supply similar models in any colour fabric.

The body, which is registered and patented by Mr. G. Page, a director of Sunrayn, Ltd., can be designed for any chassis and is, of course, very suitable for long-wheelbase models. Further particulars concerning licence to manufacture can be obtained from Mr. Page at the address given.