



Sun Lightweight for Export Only

ONE of the few surprises sprung at the Earls Court Show was by the Sun Cycles & Fittings Co. Ltd., with a very smart and businesslike 122-c.c. Villiers-engined motor cycle. Production, which is destined initially for overseas markets, will begin early in the New Year.

This machine incorporates telescopic front forks, the sliding member being of 16-gauge tubing 1in in dia, and the top member of 17-gauge tubing 1½in in dia. Forged lugs are used at the top and bottom of the head, and a steering damper is fitted. The three-speed gearbox is foot operated.

A lightweight electric horn is mounted below the 5in headlamp, and current for the horn and the lighting is supplied by a battery and rectifier in conjunction with an A.C. generator.

Tank capacity is 1½ gal, and finish is translucent maroon with wheel rims coloured accordingly.

Wheels are fitted with 2.50-19in tyres front and rear, and brakes are 4in. dia. at the front and 5in at the rear.

Saddle height is 27½in, overall length 74½in, width over bars 25½in and wheel-base 49½in.

Production of the 98-c.c. two-speed motor cycle and the 98-c.c. auto-cycle is being continued with slight modifications to the frame design and steering and the fitting of slightly larger brakes.

As with the 122-c.c. motor cycle, both these machines have frames built up entirely of separate tubes and cast lugs, a method which enables damaged frame tubes to be replaced without the need for renewing the entire frame.

Both machines have 1½-gal capacity fuel tanks, and employ link-type front forks with pressed steel blades. Direct lighting is standard on both models.

Order from America

AT the end of the Cycle and Motor Cycle Show, T. J. Boulstridge, managing director of J. A. Phillips & Co. Ltd., Credenda Works, Smethwick, announced that the firm has received an order from the United States for 20,000 bicycles which was valued at 500,000 dollars. This order is a preliminary one and will be delivered within 12 months and a large proportion of the cycles will be racing types with variable speed gears.

Mr. Boulstridge said that he considered the order to be the plum of the many his firm received during the show, which included one for 30,000 cycles for the Argentine. The American market is a difficult nut to crack, but in this contract they have the service in the U.S.A. of 1,000 distribution points.

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