

IMPRESSIONS OF CURRENT MODELS

The 98 c.c. Villiers-powered Two-stroke

SUN "GENI"

A British Lightweight Scooter
with Economic Performance

RECEIVING its first full-scale Press description in *Motor Cycling* on October 25 last, the "Geni" scooter, which subsequently has gone through development and early manufacturing phases with commendable speed, now comes to us for a first Press report on road performance.

The tester's immediate impression was that this addition to the range of Sun Motor Cycles, Ltd., demonstrates well the ability of this manufacturer, one of the older concerns in the Midlands motorcycle industry, to cater for the needs of the newest market.

Care has been taken with essential dimensions and detail, for the "Geni" was easy to handle; simple to start and comfortable to sit upon.

A push-pull extension protruding through a panel cut-away operates the fuel tap and an aperture in the nearside centre section panel provides access to the tickler and rich-

mixture control which is located above the float-chamber of the Villiers S12 carburettor. The instrument fitted to the road-test "Geni" was ideally tuned and a single prod on the starter crank never failed to start the engine. A criticism is that the crank is altogether a little too high up but this is a condition difficult to obviate. The tick-over was excellent and acceleration through the two gears good up to maximum speed which was in the region of 37 m.p.h.

Best and most comfortable cruising speeds were forthcoming in the 25-30 m.p.h. bracket, but the lower of the two ratios had to be resorted to at the majority of steeper main-road upgrades. This gear, however, adequate for getting away from standstill, also had a cruising range well up to 18 m.p.h.

Wheels of a diameter approaching that favoured in motorcycle practice contributed to good steering, although front-end stability, it seemed, might have been further improved by the provision of a rather less stiff suspension arrangement.

The front brake would squeal as the rotation of the drum was finally arrested, but there was no sign of fade and the pulling-up distance established by combined brake application was well within the 30-ft. at 30-m.p.h. criterion. Controlled by the right foot via a rocking pedal the gears were light to operate and there was a really positive neutral position.

Cooled by natural air-flow through the centre tunnel section, the engine was singularly free from any sign of overheating; it was never necessary to remove the plug, but provision is made for that exigency by means of a flush-fitting head panel located above the cylinder and secured by a Dzus fastener.

Weather protection was of a high order and note was made also of the wise provision (an "extra" at present, unfortunately) of luggage or shopping carriers—either open wire-mesh compartments, or in the form of a tailored-to-fit, tartan-finished, zip-fastened bag clipped behind the steering column; handy, protected from the weather, yet positioned so that there is still ample room for the rider's knees. The centre tunnel structure, frowned upon by the "flat-floor" school of thought, was no inconvenience; on the contrary, the weight of the engine is thereby disposed fairly centrally and, in consequence, the steering is improved.

With an A.C. direct-lighting set and built-in Miller headlamp it was feasible to cruise in darkness at daylight speeds; all electrical equipment specified was adequate and the finish good. An average petrol consumption figure of 140-150 m.p.g. for the test period finally underlined the value-for-money aspect of this quality newcomer to the ranks of British-made scooters.

BRIEF SPECIFICATION

Engine: 98 c.c. Villiers 6F two-stroke; bore 47 mm. by stroke 57 mm.; cast-iron cylinder; light-alloy head; C.R. 8.0:1. Claimed b.h.p. 2.8/4,000 r.p.m.; Villiers carburettor; type S12, 85 main jet; No. 3 needle set in No. 3 notch and working in a No. 3 needle jet.

Transmission: Two-speed gearbox in unit with engine; positive-stop footchange; ratios, 8.5 and 13.9:1; primary drive by $\frac{3}{8}$ in. by .155 in. by .25 in. chain; final drive by $\frac{1}{2}$ -in. pitch chain.

Frame: Brazed and welded tubular structure supporting fuel tank and mountings for centre stand, brake and gear-change levers, footboards and swinging-fork pivot.

Wheels: WM 0-15 rims, carrying Dunlop tyres; 2.50 in. by 15 in. front and rear; hubs incorporate $\frac{4}{2}$ -in. brake at front and rear.

Lubrication: Petrol; test carried out with 1:16 proportion.

Electrical Equipment: Villiers A.C. generator with output for ignition and direct lighting; Miller $\frac{4}{8}$ -in. dia. 6v. 15/15 W. headlamp; tail lamp incorporates reflector; combined dipswitch/horn button unit; Miller A.C. horn.

Suspension: Leading link front forks of Sun design, controlled by rubber in tension; rear springing by swinging-fork movement controlled by Armstrong units with hydraulic damping; spindle adjustment by means of snail cam.

Tank: Welded steel fuel tank, incorporating cavity for tool kit, of $1\frac{1}{4}$ -gal. capacity.

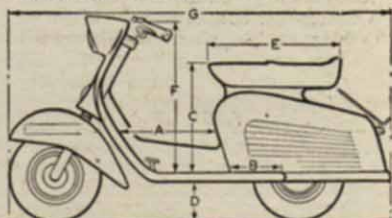
Finish: Two-tone blue panelling with bright parts chromium plated.

Makers: Sun Motor Cycles Ltd., Aston Brook Street, Birmingham, 6.

General Equipment: Full kit of tools; tyre pump; footboards, rear lifting handles.

Price: £100 16s. 2d. plus £24 3s. 10d. P.T. = £125.

Annual Tax: 17s. 6d.



Essential dimensions: A, 14 in.; B, 12 in.; C, 22 in.; D, 7 $\frac{1}{2}$ in.; E, 21 in.; F, 31 in. and G, 70 in. **Dry weight,** 160 lb.

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