



## SUN LIGHTWEIGHTS

HIGH-GRADE MACHINES ACHIEVING POPULARITY ABROAD

SINCE the Olympic Games were held in England a year ago, many markets have shown greatly increased interest in the sporting side of cycling. One firm to notice this tendency particularly is the Sun Cycle and Fittings Co. Ltd., Aston Brook Street, Birmingham, which during the past few months has arranged a series of cycle exhibitions in the principal cities of South Africa to back up this development.

These exhibitions have been particularly successful as the sport of cycle racing is very popular in South Africa, and many keen riders have taken the opportunity of seeing the company's latest high-class lightweights as well as their path and track racers.

The makers report that Sun cycles are being exported in increasing numbers all over the world and they find a very definite, although necessarily limited,

market for their better class lightweights. One of the latter that has achieved popularity is the Sun Wasp, a racing model built throughout of 531 butted tubing. The frame has a head angle of 73 deg and a seat angle of 71 deg, and for this season an entirely new fork was designed to suit the new head angle. Frames are built in 21, 22, 23 and 24in sizes, with Sun spear-point cut-away lugs, the cable guides and other fittings being brazed.

Forks are either of the No. 2 Continental rake with a D or oval crown or No. 4 rake with oval crown, all fully chromium plated. Large flanged hubs are fitted as standard and wheels are Dunlop 26 or 27in high-pressure with Dunlop tyres. Pedals can be of a new solid centre rat-trap type with Allen key fitting, or of the Quill type. A choice of handlebar bends is given and the alloy brakes are also of Sun design.



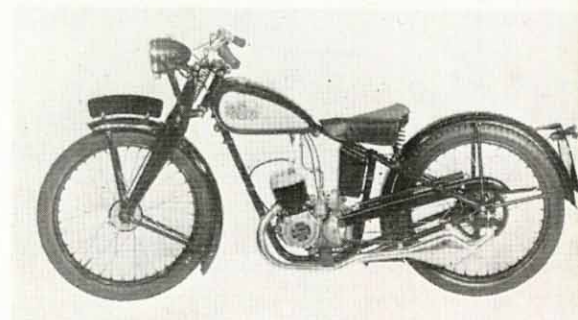
Above: Wasp racer built with Reynolds 531 tubing



Top right: Auto-cycle with 98-c.c. Villiers engine

Bottom right: Sun's latest 98-c.c. motor cycle

Pictured opposite is display of sports and racing machines in Cape Town by Garspares Ltd., distributors for Sun Cycle & Fittings Co. Ltd.



The specification includes celluloid or alloy mudguards, a Brooks B.17 saddle and a C.34 Williams flanged chain-wheel. Finish is in various colours to choice, with contrasting head and double seat panels. As an alternative, the Sun Wasp can be supplied as a mass start model with a slightly different specification and a four-speed Simplex gear, also with a twin chain-wheel set to give eight speeds. Other types of speed gear are also available. Apart from this particular lightweight, Sun offer a full range of touring and sports machines, many of which are now being revised in preparation for the forthcoming Earls Court exhibition.

In addition to cycles, Sun introduced a new auto-cycle and a lightweight motor cycle at the last show, and large numbers of these have been shipped to North America, as well as to various overseas destinations in the sterling and other areas. The auto-cycle has a Villiers Mark 2F 98-c.c. engine, fitted in an open frame which gives a low riding position.

The pressed steel front fork has a central coil spring, and the comparatively large saddle tank, which holds  $1\frac{1}{2}$  gal, is of motor cycle type, and gives a somewhat

unusual appearance to the machine, associating it more definitely with a motor cycle than a bicycle. The engine has a bore of 47 mm and a stroke of 57 mm, an aluminium detachable cylinder head and a flat top piston. The clutch is of two-plate cork insert type and the carburettor a Villiers single lever. Lubrication is by petrol.

Large internal-expanding hub brakes are fitted, the wheels carrying Dunlop 2.25-21 in tyres and a rear stand is fitted. The saddle is of the mattress type and finish to the machine is black with a maroon tank gold lined, and chromium plating to the exhaust pipe and box. Lighting is direct, with a standby battery for parking, and the full weight is 115 lb.

Differing mainly in its frame and engine, the Sun motor cycle has a Villiers Mark I engine and two-speed constant mesh gearbox, this latter being operated by a control lever on the handlebar. Starting is by kick starter with a folding pedal, and the 6-volt lighting equipment includes a rectifier and battery.

Tyres are Dunlop 2.50-19 and the general finish is similar to that of the auto-cycle, the full weight being 120 lb.

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