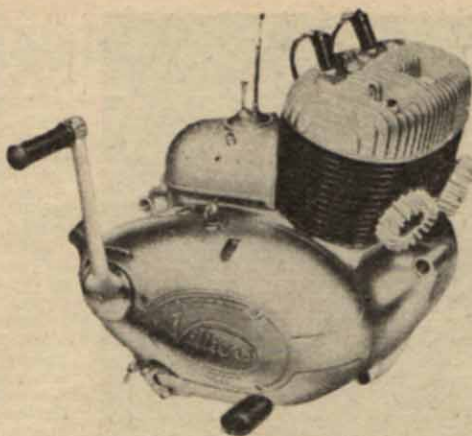


The Villiers range includes a group of three units all of which have fan cooling and the refinement of electric starting; a Siba 12-volt starter-generator replaces the standard Villiers flywheel generator. The engines, all of which have been developed from the motor-cycle units already described, comprise the Mark 31C/4SF, the 9E/4SF and the 2T/4SF. A further variation of the Mark 31C is produced in which a kick-starter pedal is specified in place of electric starting; to avoid manufacturing complications both versions of this engine have the cooling fan mounted on the right-hand mainshaft outboard of the primary chaincase. Fan of the 197 c.c. 9E unit is combined with the Siba flywheel on the right-hand side. In order to provide the extra cooling required by the Mark 2T twin, fans are mounted at each side.

In each case air is conveyed from the fans by light-alloy ducts which surround the cylinders and cylinder heads. For certain applications in three-wheelers and invalid carriages a reverse gear is



Villiers 2T 249 c.c. two-stroke twin

required. It is very simply obtained by a special switching arrangement of the starter-generator which reverses the direction of rotation of the engine. Manufacturers are The Villiers Engineering Co., Ltd., Wolverhampton.

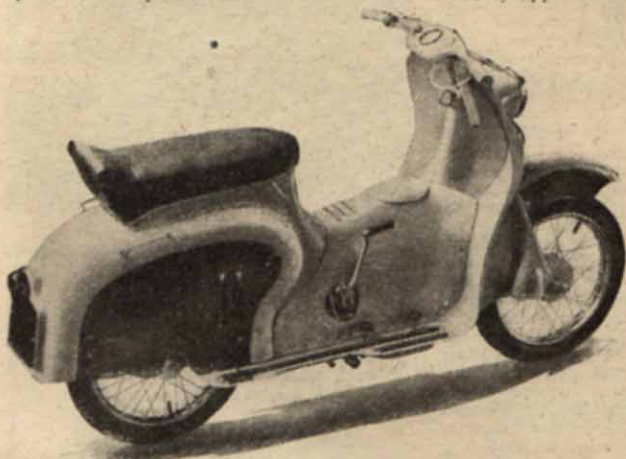
## Modified Scooter

Sun Geni Measures to Give More Comfort for Rider and Passenger : Single- and Twin-cylinder Roadsters

HEADED by the two-fifty Overlander two-stroke twin, the Sun range comprises three roadster motor cycles and the light-weight Geni scooter. The interests of the utility rider are served by the low-cost, solid-frame 98 c.c. Hornet; the remaining roadster is the popular Wasp, equipped with a 197 c.c. Villiers engine and available in either three-speed or four-speed form.

distribution; handling is further enhanced by the employment of—for a scooter—unusually large wheels shod with 2.50×17in tyres.

Since its introduction a year ago, the Geni has undergone a number of minor specification changes principally to add to the comfort of the rider and pillion passenger. Thus footboard width has been increased throughout by approximately 1in and the design of



Left: The 98 c.c. Sun Geni in its latest form. Footboard width has been increased for 1958

Right: A wire-mesh parcels carrier for the Geni is available for fitting behind the weathershield

Handsomely proportioned and comprehensively shielded, the two-speed 98 c.c. Geni possesses many interesting features, not the least of which is that the Villiers 4F power unit is located well forward in the frame. Though there is a consequent loss of the flat floor favoured by some scooter riders, the design gains by an improvement in weight

the forward shield has been modified to match. A wider front mudguard is fitted, together with a new type of foam-rubber dual-seat which is more comfortable and has a raised back to give better support to the passenger.

On the earlier models the tool kit was accommodated in a compartment formed in

the fuel tank. In the latest arrangement a tool box is incorporated on the inner face of the right-hand side panel and hence fuel-tank capacity is increased. A parking-light dry-battery is incorporated in the headlamp.

No change is made in the 98 c.c. two-speed Hornet which retains its substantial lug-and-tube brazed frame and link-type front fork. Robustly built to withstand the rigours of daily ride-to-work use, the Hornet is nevertheless light in weight yet in no sense a miniature; indeed, the footrests are adjustable for height and the riding position is adequate for riders of average stature.

Specifications of the 197 c.c. Wasp and 249 c.c. twin-cylinder Overlander are similar except for the power units and number of gears; the Overlander is a four-speed model and the Wasp has three ratios but is available with four speeds as an optional extra. Both models have pivoted-fork rear springing and the Armstrong leading-link front fork with hydraulic damping. Mudguards are deeply valanced and that at the rear is of cantilever pattern. Separate pressed-steel panels attached to the rear of the frame provide additional protection for the rider and passenger from spray thrown up by the rear wheel. Villiers 9E and 2T engines power the Wasp and Overlander respectively.

Silver blue and a contrasting deep blue for the tank and twin tool boxes constitute the colour finish of the Wasp and Overlander, but a chromium-plated tank is available at extra cost. As before, the Hornet is in saxe blue while the ivory-finished Geni has side panels of either red, maroon or blue. It is expected that two additional Sun models at present under development will be announced early in the New Year.

Makers are The Sun Cycle and Fittings Co., Ltd., Aston Brook Street, Birmingham, 6. Prices (in which total price includes purchase tax, payable only in Great Britain) are as follows:—

Model	Basic Price			Total Price		
	£	s	d	£	s	d
98 c.c. Hornet	67	16	7	84	12	4
197 c.c. Wasp	127	7	5	158	17	11
249 c.c. Overlander twin	156	3	6	194	16	7
98 c.c. Geni scooter	100	4	0	125	0	0
<b>Extras</b>						
Four-speed gear box for Wasp	4	4	0	5	5	0
Chromium-plated tank for Hornet, Wasp and Overlander	2	10	0	3	2	5
Speedometer for Geni	3	10	0	4	7	4
Parcels basket for Geni	1	15	0			no p.t.

