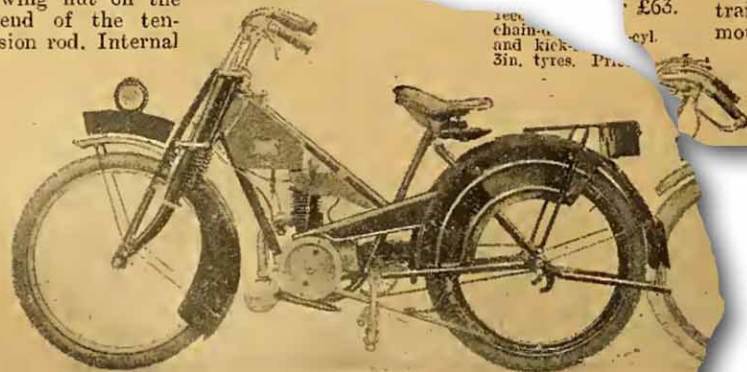


THE MOTOR CYCLE

What NOT to miss at Olympia—

- The Berthron boat sidecar in the Annex.
- £67 sidecar outfit on the Verus stand.
- A new Connaught two-stroke of 370 c.c.
- The long stroke Sports Sunbeam.
- Hawker's new 2½ h.p. sporting model.
- The record-breaking four-valve Triumph.
- The miniature M-L cobalt steel magneto.
- The sectioned rotary valve Sun two-stroke.
- A J.E.S. lady's miniature on orthodox motor cycle lines.
- A primrose coupé sidecar attached.

of rear brake adjustment by means of wing nut on the end of the tension rod. Internal

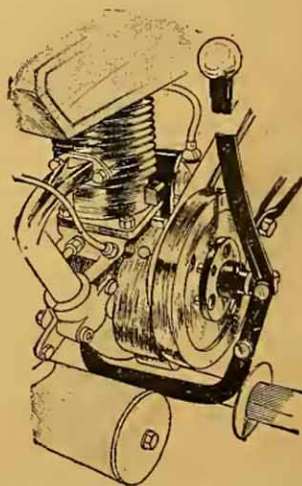


A lady's miniature two-stroke, the 1½ h.p. J.E.S.

J.E.S. (59.)

1½ H.P. MODEL.—60×60 mm. (169 c.c.); single-cyl. two-stroke; drip feed lubrication; J.E.S. carb.; gear-driven mag.; 2-sp. gear, without clutch and kick-starter; belt drive; 24×2in. tyres. Price, solo £48.

J. E. SMITH, LTD., J.E.S. Works, Gloucester.—Weighing only 98 lb., this is a very interesting little lightweight, and one of the genuine variety. It is



On the J.E.S. lightweight, a two-speed gear is incorporated in the crank case, operated by a rod through the mainshaft.

interesting to note the fact that it incorporates a two-speed gear in the engine. In top gear the pulley is running at the same speed as the crankshaft, but when on low gear the drive is taken through a train of gear wheels on a countershaft mounted underneath the crankshaft, giving a 45% reduction. The gear is quite unobtrusive. Other attractive features of this machine are

DECEMBER 1st, 1921.

The Olympia Show—

the lubrication by drip, which is actuated by pressure in the crank case leading oil to the hollow crankshaft and web to the crank pin, then through the centre of the connecting rod directly to the hollow gudgeon, and thence to the cylinder walls.

The single-speed model is a simplified replica of the machine just described. It weighs 88 lb., and costs £38.

1½ H.P. MODEL.—60×60 mm. (169 c.c.); single-cyl. four-stroke; automatic inlet valves; pressure feed lubrication; J.E.S. carb.; gear-driven mag.; 2-sp. gear, without clutch and kick-starter; belt drive; 24×2in. tyres. Price, solo £49.

This machine closely resembles the two-stroke, two-speed model previously described, but is fitted with a four-stroke engine, which, like the two-stroke, incorporates the two-speed gear in the crank case. The engine is fitted with an automatic inlet valve, as Mr. J. E. Smith is a strong supporter of the modern form of this type of valve. The chief feature of this valve is its large diameter. It is fitted with two springs—a light spring enabling it to open at the slightest suction, and a stiff spring to ensure its rapid closing at high speeds, and to form a stop to prevent the shearing of the cotter. The crank case can be taken apart in the case of this engine without interfering with the magneto timing. It is also worthy of note that the pedalling gear in this machine can be used either for kick-starting when the stand is up or alternatively for assisting the engine, while by undoing a stop the pedals may be brought level and used as footrests.

The lady's model is certainly an interesting proposition. The frame is built on the same principle as a lady's pedal cycle. It is provided with an efficient belt guard and special valances to the rear guards, so as to keep the rider's skirt free from mud and clear of the transmission.

READING-STANDARD. (18.)



Catalogue number JES08
Price code A
Date 27 September 2020

IcenicAM Information Service