

## News from Germany

# Clip-on and Autocycle

from Tempo

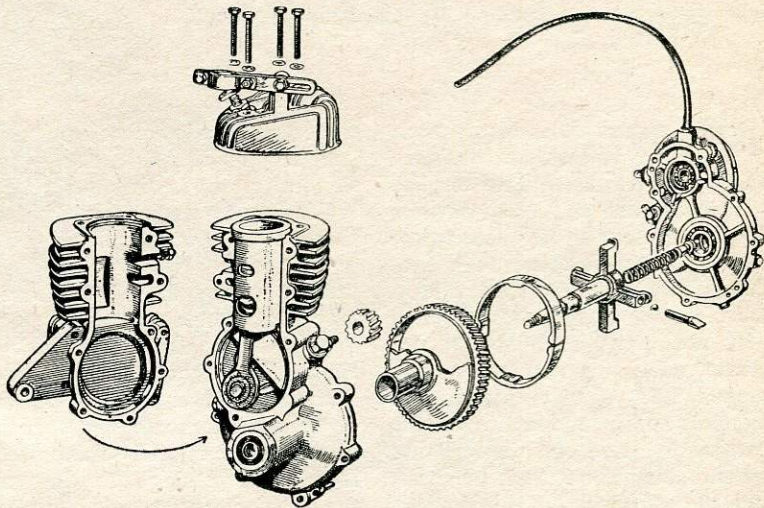
## An unusual dual-purpose unit

### The AMO. FM. 50K

THE "exploded" sketch shows the general constructional details of this 49.7 c.c. two-stroke unit which weighs just over 12lbs. Crank pin and crank shaft run in roller bearings, and the clutch is the spreader type as will be seen, operating in the skew-gearing. There is a 6v. 7w. output from the magdyno lighting/ignition, and final drive is by  $1/2 \times 3/16$  in. chain. Mounting is per rear chain/fork stays and mounting attachments weigh about 5lbs. Loads up to 3 cwt., gradients up to 12 per cent., speeds up to 45 k.p.h. are managed accordingly. One exceptional feature of the unit is the split cylinder which bolts together as one whole enclosing a cylinder liner *in situ*. A rebore then, is a matter of renewing this liner, so, in effect, the service people hold only stocks of standard "rebore" for instant replacement, *i.e.* liners, pistons. Gearing is, engine 4.58:1 and rear wheel 4.18:1 equals 19:1 (about). Power output is 1 h.p. at 3,600 r.p.m. and compression ratio is 1:6.8. The petrol tank is mounted under the saddle and holds about 3 pints.

### The AMOPEL

BY the time this is in print, the FM 50K will just about be in production because this model is the latest of its kind. As with the clip-on one of the unique features of this 50 c.c. engine is that the cylinder is split and "rebore" are simply carried out by inserting

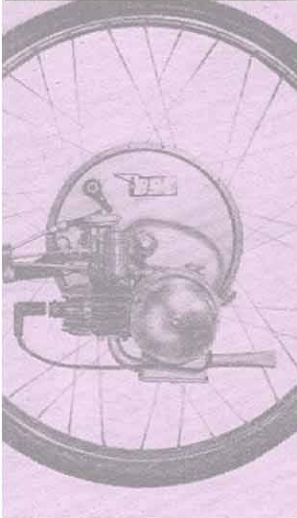
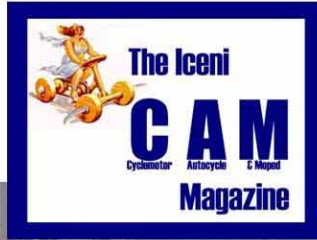


a new cylinder liner. Note the frame design of the machine. The model will tackle gradients up to 12 per cent. (1 in 8) before pedal assistance is required, and averages some 50 miles to a quart of 1:25 petrol mixture. Engine can be taken out of the frame in

minutes—uncouple rear drive chain and five screws and there you are! Twist grip throttle control, 26 x 2 in. tyres, central stand, magdyno lighting/ignition. Makers—AMO-Motoren G.m.b.H. Berlin-Schoneberg, Hauptstrabe 9, Germany.



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