

News from Germany

The JLO F.P.50

from
Tempo

for "built-in" machines

THIS neat little motor is made, of course, with a view to its finally being built-in, and the photo gives an excellent idea of the general construction. The hole in the rear of the casing, flanked by two bushes are for the pedal mounting and engine mounting respectively. The large expansion chamber on the exhaust is easily taken apart for decoking—surprisingly enough the average two-stroke is designed (so it seems) without real regard for the decoking of its exhaust system, and choked exhaust systems in two strokes certainly stand for decreased power.

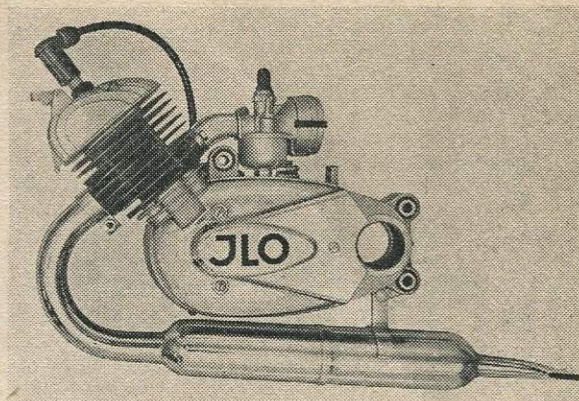
The FP 50 has been over the highest pass in Europe and has shown itself to be robust, simple, and dependable in all sorts of climes and conditions. There is a built-in carburettor with choke operated from the handlebars, and of course, true to modern design, incorporates an air-filter. The engine now incorporates the newly designed

A clean and robust design.

Note the built-in, rubber mounting points.

cylinder-head out of light metal.

The mounting is per three rubber bushes which absorb vibration and (novel this!) there is a magnet plug which can be unscrewed for cleaning, in the casing, with a view to attracting metal dust and chips to itself that may be knocking around inside the works, thus saving wear and tear on moving parts within the engine itself. There is an interrupter button fitted for cutting the ignition dead prior to stopping and of course, the ordinary decompression valve in the head (What with cut-out, decompressor and brakes, there should be



no real excuse for both man and machine being unable to stop swiftly and surely!)

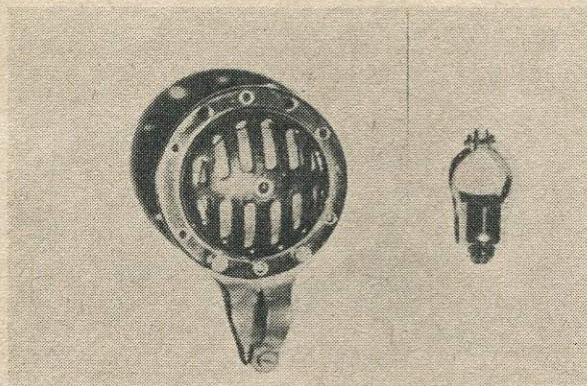
It goes without saying that the engine has been designed especially for Mopeds, and in brief, here are the details of it:—Unit construction with helical primary drive and chain final drive. Capacity 48 c.c. flat topped piston, multi-plate clutch, and at 5000 odd revs. per minute develops some 1.4 horse power. Flywheel ignition/lighting 6v. 16w., and the ratios are motor to clutch 1:4, then to rear wheel 1:4.5 and from engine to rear wheel 1:18.

The petrol oil mixture is (as usual) 1:25. The silencing standard is 75 phons which is not likely to make retired colonels write to *The Times* about the racket made by these up-to-50c.c.-jobs on full bore.

For hilly districts the FP 50 can be made with a two-speed gearing operated from the handlebars, but this addition does not in the first instance alter the general construction of the motor itself. The engine drive is a 11 or 12 toothed sprocket taking a $\frac{1}{2} \times 3/16$ th chain. All in all, a neat little motor with all the usual refinements, weighing some few pounds but capable of moving man and machine easily and comfortably almost anywhere.

The makers are Sddeutsches JLO Werk, Munich 13, Moosacherstrasse 25, Germany.

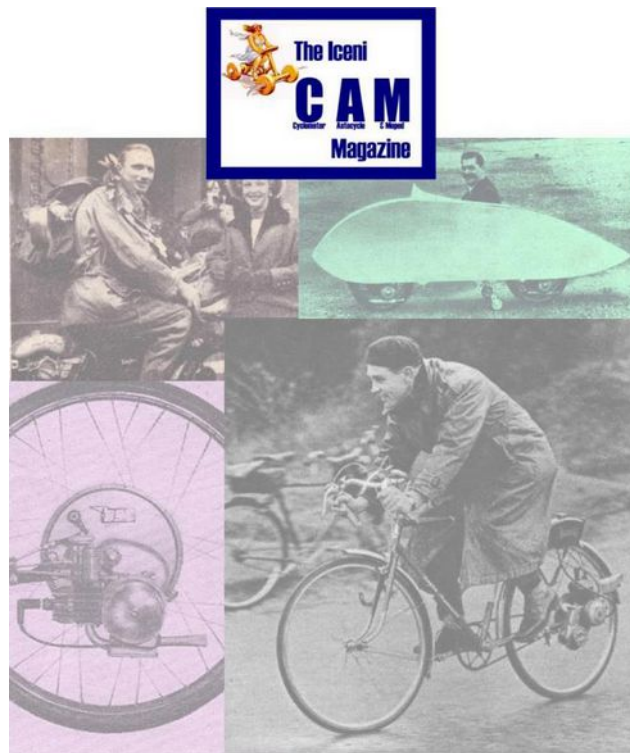
AUDIBLE WARNING DEVICE



This electric horn with its button switch weighs only 6 ozs. It is the type used on many continental scooters and autocycles and runs off the current supply of the normal flywheel lighting coils.

They are now available here from Messrs Adimar and retail at 15/- each.

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