## The Olympia Show .-

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be windrawn tro. fork-ends.

## J.E.S. (111.)

1 h.p.; 56.6×60.3 mm. (146 c.c.); single-cylinder four-stroke; inlet overhead exhaust valves; mechanical lubrication; J.E.S. carburetter; gear-driven magneto; single-speed gear; belt drive; Dunlop 26×13/4in.

J.E.S. Motor Works, Gloucester,— Originally designed as an attachment to

a pedal cycle, and still obtainable for this purpose, the J.E.S. engine is shown fitted to a specially built machine with spring forks. The power unit, although so small, is extremely interesting. A



very neat automatic carburetter of small size is fitted, and the rocker gear for the overhead inlet valve is con-tained within the induction pipe. The valve chamber is separated from the cylinder by a large air space to assist in cooling, and mechanical pump lubrication with a The Brooks cantilevel large oil sump is halves of the sprovided. An "overhung" crankshaft is used, with a light pattern crankshaft is used, with a



light return crank on the timing side to drive the valve gear. By undoing a few screws on the flywheel side of the crank case, the crankshaft can be removed bodily. A magneto is supported behind the cylin-

> der and gear-driven, and the whole engine is slung within the frame by aluminium clamps. Transmission is by belt with a jockey pulley; and an XL'All saddle and Druid spring forks are fitted. As the machine is nominally an assisted pedal cycle, pedalling gear is provided, but we are informed that the excellent design of the engine makes the pedalling gear. of the engine makes the pedalling gear almost unnecessary.

are conce.

Besides the machine just named, the J.E.S. Motor Works are also exhibiting a 2 h.p. two-stroke of normal motor cycle build. The two-stroke engine is of their own manufacture, and is provided, like the four-stroke machine, with the new J.E.S. carburetter. The Bunbaken magneto is

Runbaken magneto is gear-driven.

Catalogue number

Date 27 September 2020

IceniCAM Information Service

Price code

JES05

DEC. (194.)

MOTOR (YCLE

DECEMBER 2nd, 1920.



Show Jottings.



## SOME RANDOM NOTES IN LIGHTER VEIN.

these alitened days some

tion inspect the Coventry Premier exhibit.

Is it true that the miniature J.E.S. was delayed in the post? It was certainly a late arrival.

There was nearly a catastrophe on Tuesday when two

In view of the taxi sidecar-

ing capacity.

What with the A.J.S., F.N., C.A.V., BAT-J.A.P., B.S.A., M-L, B. and B., NUT, J.E.S., AMAC, L.S.D., L.M.C., M.A.G., P. and S., P. and M., T.B.—not forgetting the 100,000 circulation of the "M.C.," there are few letters of the alphabet left for newcomers.

What is the Kenil worth? and where has the Para gon?

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