

2,000-mile Trip on James Lightweight Motor Cycles

"I KNEW the machines would do it, but I'm amazed at the ease with which they did it," said Arthur Kimberley, publicity manager of the James Cycle Co. Ltd., when telling our representative about his 2,000-mile business trip on a 98 c.c. James motor cycle, on which he was accompanied by Norman Hooton on a similar mount.

Reporting an absolutely trouble-free run, without even removing a plug, Mr. Kimberley said they had averaged 123 miles, three business calls and stops for meals each day.

On road conditions, the riders said the gradients in Scotland were not nearly so severe as those in Devon and Cornwall. Until reaching these two Western counties the trip had been normal top gear work all the way, including coming up Shap from the direction of Carlisle.

Of their reception by the dealers,



Arthur Kimberley (left) and Norman Hooton

Arthur Kimberley stated that this was good in all cases, but that some, realizing the sales promotion value of such a feat, had made excellent efforts to tie up with the riders and machines.

Arthur Kimberley said the ride had been undertaken to prove the 98 c.c. machine was capable of real hard work and to arouse interest in this type of motor cycle. From his account of the trip I feel sure that in this he has achieved his objects.—R. H. T.

John O'Groats to Land's End

IN our April, 1949, issue, we gave a description of the motorized rickshaw chassis introduced by W. R. Pashley Ltd., Chester Street, Aston, Birmingham. This Pelican model has recently been subjected to a long-distance road test which started at John O'Groats in the north of Scotland and finished at Land's End in Cornwall, the run being undertaken to confirm the makers' confidence that with its engine capacity of 250 c.c. the vehicle was amply powered to tackle any normal road conditions.

Riders overseas who care to look at a map of Great Britain will be able to obtain some idea of the gradients that were met, particularly in the Highlands of Scotland, while the manoeuvrability of the rickshaw through the crowded city streets was another feature that the test revealed.

For purposes of the test the Pelican chassis was fitted with a special body built in the firm's ice-cream tricycle works and

consisted mainly of 7in ash planks and plastic boards. This added considerably more to the overall weight than the normal type of rickshaw body would do, and it is the firm's intention to produce the chassis only for the time being. With driver and two passengers, luggage, a large quantity of spares and tools and a spare 5-gal tin of petrol, the total weight of the vehicle was 1,326 lb (684 kg) very much in excess of the normal weight.

From Scotland, the vehicle was 20 minutes ahead of its schedule at Worcester, completing a 28-mile stretch in exactly 60 minutes. The second night's run was across Dartmoor through heavy mist and the final running time for the 888 mile run was 54 hours, an average of over 16 m.p.h. Fuel consumption worked out at 61 m.p.g. The successful performance of this run was a source of considerable satisfaction to the makers, in that it fully confirmed their expectations.