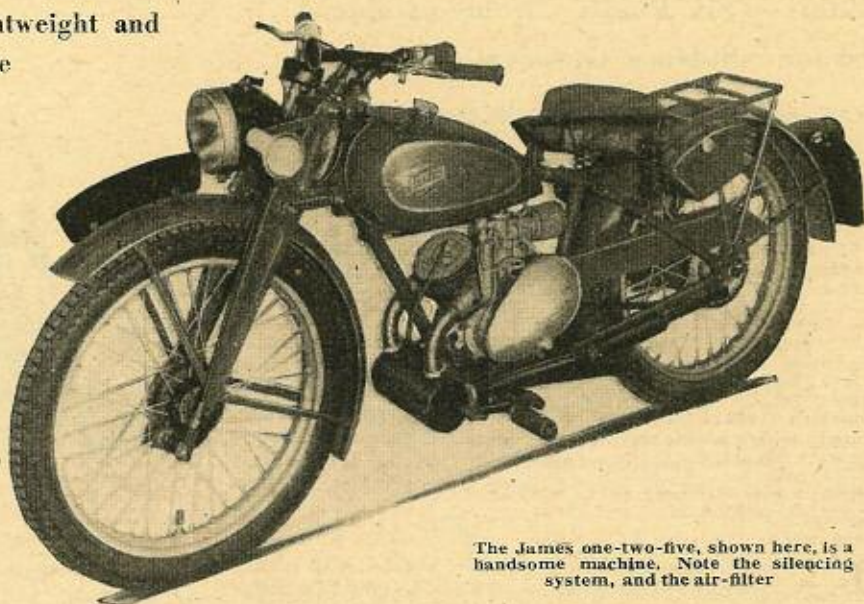


Two James Models

This Year's James 125 c.c. Lightweight and the 98 c.c. Autocycle

SO successful has been the James one-two-five as a war-horse, as a competition mount, and as an enjoyable means-of utility transport, that scarcely any alteration has been made to this model for 1948. All that has been done structurally is to increase the length of the clutch and front-brake levers. In the matter of finish the "Airborne" colours of maroon and light blue have been adopted as standard for this machine, there being polychromatic blue panels on the fuel tank. The effect of the blue-lined with gold—is very pleasing against the maroon background.

Modifications to the autocycle are also few. There is a new and accessible air-



The James one-two-five, shown here, is a handsome machine. Note the silencing system, and the air-filter



This view of the 98 c.c. autocycle shows the horizontal position of the engine and how the shields assist cooling

strangler control, with a direct and rigid action. A rod passes upwards from the carburettor and is attached to a lever which protrudes through a slot in the left-hand or near side engine shield. Position for "starting" and "running" are clearly marked on the shield. The lever, which pivots about a spindle attached to a brazing on the frame, is discouraged from lateral movement by a light coil spring. Each end of the spindle carries a wing-nut which provides an engine-shield fixing.

Superlux autocycle: strong, tubular spring forks are fitted; and the saddle is large and comfortable

The handlebars of the autocycle are now mounted in twin clips, which, being similar to those on the one-two-five, ensure a wide range of adjustment. Maroon finish is more extensive than before, and a larger saddle is fitted.

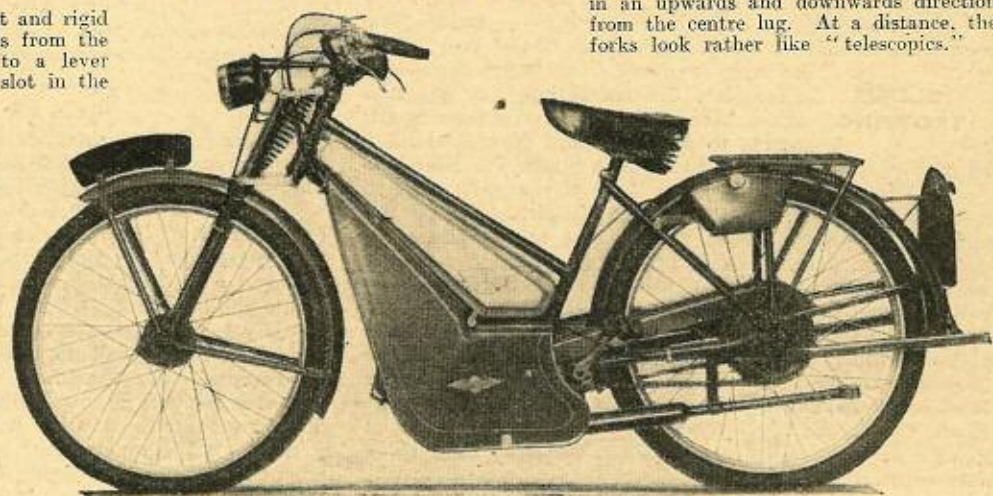
Weighing a mere 150 lb or thereabouts fully equipped, the one-two-five (Model ML) is easily lifted and manhandled. A sturdy, loop-type frame houses the well-known 125 c.c. Villiers two-stroke engine-gear unit, which is inclined in a forward position. Pressed-steel front forks, with parallel ruler action, are used, and a central compression spring looks after the suspension. Made of welded steel, the fuel tank holds $2\frac{1}{2}$ gallons of petrol mixture. A central stand is fitted.

Gear ratios of the one-two-five are 23.6, 13.12 and 8.1 to 1. The tyre sizes are

2.75 x 19 front and rear. Brake diameters are 5in rear and 4in front. The usual Villiers direct-lighting set is fitted, with a dry battery in the head lamp for parking purposes. Ignition is by flywheel magneto.

120 m.p.g. Fuel Consumption

The James Superlux autocycle weighs about 100 lb, will travel at a speed of 25 m.p.h. on level roads, and has a fuel consumption of about 120 m.p.g. Its front forks (and here is well illustrated a departure from normal pedal-cycle practice) work on the parallel-ruler principle, with a central compression spring. They would be strong enough, it is said, for the lightweight motor cycle. Each fork leg consists of a single Reynolds tube, tapered in an upwards and downwards direction from the centre lug. At a distance, the forks look rather like "telescopes."



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A brazed-up, tubular frame is used, its disposition being suitable for either a man or a woman rider. The welded steel fuel tank holds 11 pints of petrol mixture, and its finish is in Argenized silver. Ample engine shields, finished in maroon, offer good looks and cleanliness.

Of 98 c.c., the power-unit is the Villiers Junior de Luxe single-speed two-

stroke. Ignition is by flywheel magneto, and the usual direct lighting set is employed. Tyre sizes are 2×26 front and rear. The internal-expanding brakes are operated by handlebar levers. A useful feature is the rear stand, which, when not in use, is held to the rear mudguard by a spring clip.

World-famous among lightweights, the

James models are made by the James Cycle Co., Ltd., Greet, Birmingham.

Prices are as follows:—

Model	Basic Price			Total Price		
	£	s.	d.	£	s.	d.
MI: 125 ts... ..	66	0	0	83	16	5
Superlux Autocycle 98 ts	44	0	0	55	17	7
Speedometer extra	3	3	6	4	0	8