

# Two-Stroke TOUGHIE

*New James Scrambler  
Proves Its Worth in a Series of  
Rough CYCLE Tests*

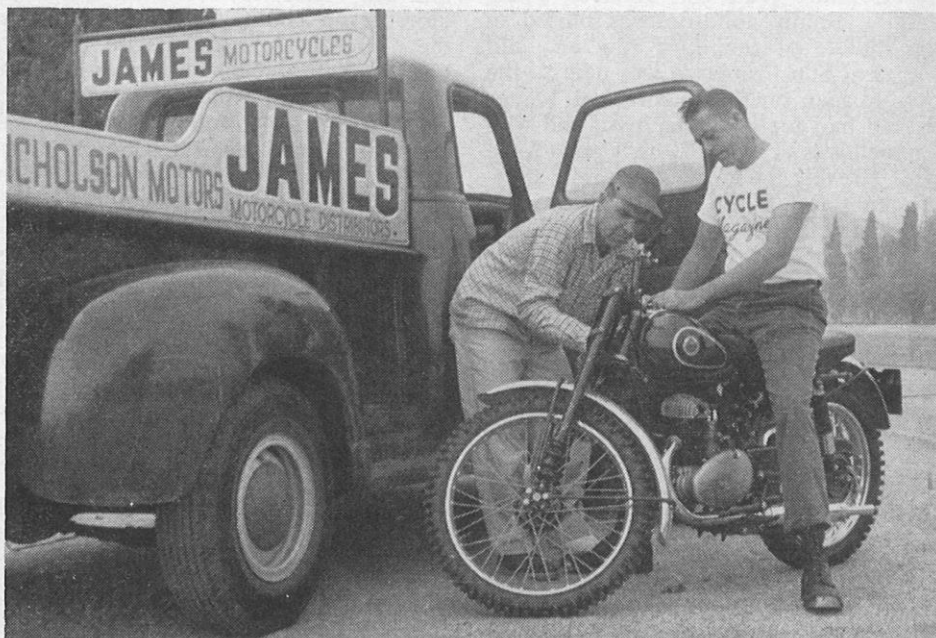
By Don Brown

Photos by Asher Lee & Don Brown

THE very popular "ring dings" (motorcycles with small displacement) are finding a firm place in the American market. You can see them in ever-increasing numbers, both in the many sporting events and as cheap utility transportation. This is quite understandable when one considers the initial output of personal capital is considerably less than for one with larger capacity, not to mention the price differential on parts alone.

Among the many small bikes competing for the U.S. market is the new James "Cotswold" scrambler. This smart little 197 cc. machine comes straight from the factory in Birmingham, England, with a host of desirable features that cause me to place it high on my list of very capable motorcycles. Strong, light, and extremely easy to handle, this little job proved a pleasure to test.

Distributor Nick Nicholson of Long Beach, Calif. was the donor of the two James scramblers used in CYCLE's test. Nick, owner of the firm bearing his name, will always be remembered as an



Distributor Nick Nicholson, adjusts throttle cable prior to speed run by CYCLE tester, Don Brown.



Left: The James proved very rugged, withstanding jumps and flips with no serious damage. Below: The "little one" finally ran out of steam on this hill. (hill was long and steep—hard even for big bikes.)



Rear view of the modified James quickly shows some desirable features: ultra light rear sprocket and tent around carburetor (not standard equipment); sturdy swing-arm suspension and sports tire.

outstanding sportsman in the field of motorcycle racing. Nick has scores of wins to his credit, including the amateur class at Daytona Beach, Fla., and the Catalina Island Grand National road race.

Our first official meeting with the James "Cotswold" was at the Pomona drag strip in Pomona, Calif. As usual in tests of this kind, the friendly Pomona Police Department was on hand to assist with the events in the personage of Officer Ron Root. An almost flawless day greeted us (that is, if you call 80-degree-plus heat flawless). No wind was detected, however, which explained the uncomfortable heat from the boiling sun.

Both versions of the James "Cotswold" (stock and modified) were unloaded from the truck and preparations were made for the timing of the various speed tests. All of CYCLE's tests are electronically timed by Frank Christian, CYCLE's official. With everything set up and Frank giving me the go-ahead signal, I proceeded to the extreme end

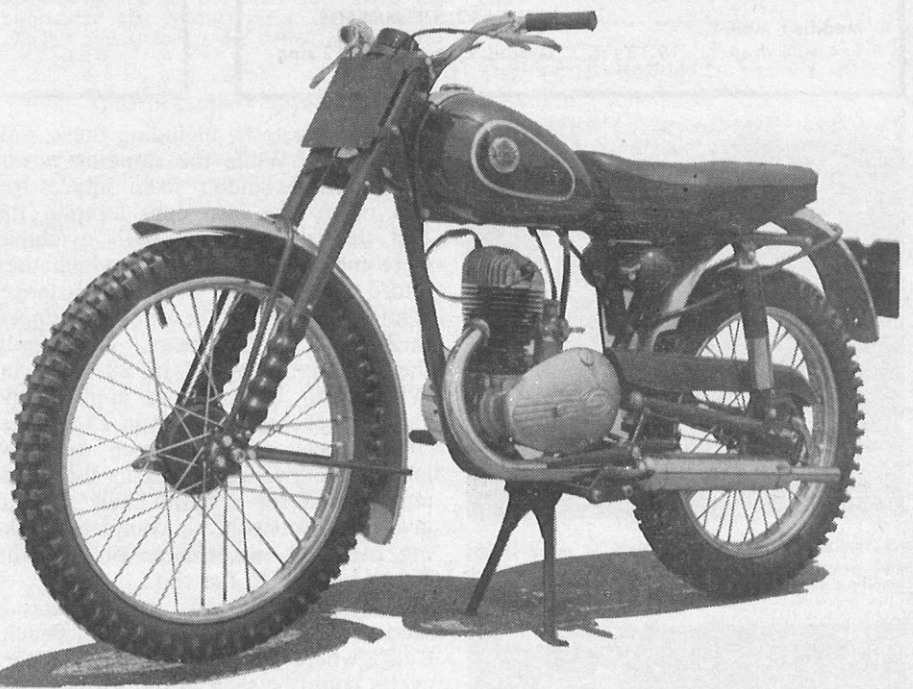


Handling quality of the James was excellent. Here the little bike is put to the test in a series of severe slides in soft rough dirt. No tendency to bounce was noticed and weight distribution seemed ideal.



Officer Root (left) and assistant, discuss merits of the James Scrambler with CYCLE photographer, Asher Lee and Nick Nicholson (leaning on bike). Since no tests are allowed without police attendance, the Pomona Police have graciously agreed to furnish personnel during CYCLE tests at the Pomona strip.

Right: Side view of the James shows sleekness of design. Bike is equipped with a competition number plate, rubber fork covers, alloy fenders, soft dual seat and sports tires. Close inspection of the frame revealed sturdy construction. Note heavy foot pegs.



of the strip in preparation for a flat-out test. Easing the throttle on to prevent the front wheel from rising, I was soon flat on the seat with my nose and chin feeling the vibration of the tank and my legs straight out behind me.

This first run executed with the stock form of the scrambler resulted in a run of 59.01 mph. Nick informed me that with a little adjustment on the carburetor, he was quite sure the little job would do at least 60 mph or better. With this accomplished, we lined up for another try. Nick was right, as we bettered the previous mark, steaming through the traps at 61.02 mph.

For comparison, I mounted the modified version of the "Cotswold" and, on the first try, bettered the old mark by some ten mph, turning the half-mile in

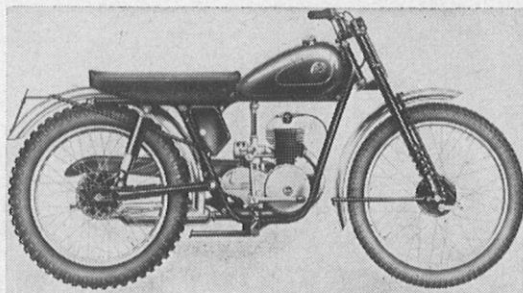
70.03. I might add that standard gearing was used on both machines during all of CYCLE's tests.

At this time I would like to point out a few pertinent details concerning the James. This machine comes from the factory fully equipped for competition in scrambles and sporting events. Among its very evident features are aluminum fenders, swing arm suspension, very sturdy foot pegs, heavy spokes and chrome wheels, to mention a few. A high compression head on the Villiers engine, with a ratio of 8.25 to 1, gives the little job a surprising amount of zip. The modified James has a still higher compression, coupled with that extra power derived from the use of methanol. Other than the change just mentioned, the machines were identical.

Acceleration, while not fast when you consider the larger machines, was up to snuff for a machine of its size. The stock version turned the standing quarter in 22.83 seconds, while the modified scrambler improved this to 19.13 seconds. A quarter-mile acceleration test is not a sound basis for judging the worth of the little bikes.

Next on the list were the brake tests. These I always look forward to. I'm kidding, really, since we scoot along at 25 mph and then grab a healthy handful of front wheel brake. This can produce some rather comical gyrations—that is, if the tester doesn't apply the proper amount of pressure on the bars to maintain sufficient front wheel alignment. The James, being a light machine (208 lbs.) proved an easy handler

## Performance Summary



### 197 cc. James "Cotswold"

#### MAXIMUM SPEEDS

1st gear.....	29 mph
2nd gear.....	42 mph
3rd gear.....	55 mph
4th gear.....	61.02 mph
Modified model— top speed .....	70.03 mph

#### ACCELERATION

Stock model	
1/10th mile drag..	11.72 sec.
1/4 mile drag.....	22.83 sec.

#### Modified Model

1/4 mile drag.....	19.13 sec.
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#### BRAKES

(Stopping from 25 mph)	
Front brake only.....	26' 4"
Rear brake only.....	28' 4"
Both brakes .....	15' 6"

#### SLOW RUNNING

High gear without chain snatch .....	15 mph
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#### GASOLINE MILEAGE

Overall average .....	52 mpg
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## Specifications

**Engine:** 197 cc. Villiers MK 7E competition two-stroke; bore and stroke 59 x 72 mm; cylinder capacity, 11.71 cu. in.; compression ratio—8.25 to 1; heavily finned grey iron cylinder and aluminum alloy head fitted with a compression release; large diameter mainshaft on three heavy-duty ball races; two rows of rollers at connecting big-end bearing; light alloy piston; single-lever carburetor with air filter and choke.

**Transmission:** Part of the engine section; close ratio type incorporating four speeds and adjustable foot change and kick starter pedals; clutch and primary in oil bath.

**Electrical Equipment:** Ignition by watertight flywheel generator incorporating coils for optional A.C. lighting set; Lodge spark plug with waterproof cover.

**Wheels and Brakes:** Chrome rims; front WM-21 with 21 x 2.75 tire, rear—WM 3-19 with 3.50 x 19 tire; Dunlop Sports tire fitted with security lugs; journal bearing hubs with oil seats; 5" fabricated steel brake drums, liners bolted to alloy shoes; rod-operated rear brake with adjustable pedal.

**Equipment:** Polished alloy mud guards with strong tubular stays; front and rear competition number plates; 2 1/4 gal. fuel tank with plastic fuel pipe; vynide-covered rubber dual seat on pressed steel plate; chrome handlebars, control levers and exhaust system; tire pump; speedometer; tool box and kit.



Don Brown puts the James through a series of ups and downs. The James left little to be desired in handling qualities.



So you think it's easy? Asher Lee tries to balance the James, with one hand—was impressed by its weight distribution.

in all of our tests, including those with the brakes. While the stopping power of the James didn't seem impressive, one must take into consideration the fact that the tires on both machines were meant for dirt, upon which they afford the very best braking assistance. Using the front brake only, it stopped in 26 ft. 4 in. On the rear brake only the little job stopped in 28 ft. 4 in. When both brakes were applied, the James screeched to a halt in 15 ft. 6 in.

The speed runs dispensed with, we loaded the two machines in the truck and headed for a more likely spot to give the "Cotswold" a complete working over—or, as it later proved, the James put me to the test.

Our "in the rough" location was a section of Signal Hill, near Long Beach, Calif., where the tracks of many motorcycles could be seen in the surrounding hills. Although the two-stroke ran like a top, I wasn't a bit convinced of its ability to haul my 180 lbs. with any great degree of success. On this point I was mistaken. Nick Nicholson and CYCLE photographer Asher Lee picked out a hill they thought represented one that would be encountered in the usual type of competition. I squared off at the incline and wound the little demon tight in low and dropped it in second. Halfway up the hill I began to realize it would make the top with very little strain. As I cleared the top, I realized too late that I had completely misjudged its power, and I scooted along on the rear wheel for about twenty feet before I lost it in a complete somersault. The James was completely flipped over backwards during tests five times, with no

apparent damage. The extra strong foot pegs did not bend and, surprising enough, the only scratch on the machine was on the top of the gas tank where it had hit a rock on one of its upside-down descents, plus a slightly bent rear fender.

General handling ability of the "Cotswold" is tops in my book. Time and time again I raced down a long straightaway at full speed, geared down and immediately threw the machine into a severe slide completely reversing direction. It seemed as though you couldn't drop the bike doing this. Although the angle of the slide was enough to scrape the pegs, it remained quite easy to control.

While the James "Cotswold" is especially designed for the sports rider, the factory offers a complete line of lightweight motorcycles designed to give economical and dependable utility transportation. Among these are the 98 cc. Comet, and the K12, 224 cc. Also available for the sports rider is the J9 Commando Trials model, which is properly equipped for serious trials competition.

For the active sports rider, or for those who desire low-cost transportation, the James might well be the answer. In all of the tests on the "Cotswold" model I found it to be right up to par, certainly one of the sturdiest machines available in its class.

The James line is distributed in the U. S. by the Merchandise Mart in Muskegon, Mich., Allen Motors in Tacoma, Wash., and Nicholson Motors in Long Beach, Calif.—Don Brown