

A TWO-MODEL



With its shielding, Argenized finish and single-tube telescopic-looking spring forks, the James "Superlux" autocycle has a most attractive appearance

TWO models comprise the James programme. These are an attractive-looking autocycle fitted with spring forks and quickly detachable sideshields and a civilian version of the 125 c.c. James "Flying Flea," which was used in hundreds for the assault on the Normandy beaches, was a main factor in controlling the handling of supplies on those beaches, and was employed by the famous 6th Airborne Division. The "go-anywhere" lightweight is thus in remarkable degree a tried, proved proposition.

In its latest form this 125 c.c. Villiers-engined two-stroke is little altered from its renowned forebear. Indeed, except for the longer mudguards—Airborne Forces required shortened ones—the new and more convenient "lozenge"-shaped toolbox, standardization of a carrier and the civilian finish, there is hardly any difference.

Excellent Detail Work

A loop frame is employed. This has a taper butted tube running from the bottom of the steering head round beneath the engine-gear unit. Bolted on to the brazed centre portion of the frame are the chainstay-cum-seatstay assemblies. An example of the excellent detail work is the way the rear fork ends are made. The rear end of each chainstay is pressed to form a fork end and then behind this, and attached to it by welding and by rivets, is a steel plate which is riveted also to the seatstay and lines up with

the fork end in the tubular member to form a fork end no less than $\frac{3}{8}$ in wide.

Central-spring front forks, with pressed-steel blades, are fitted. These are provided with bottom links $\frac{3}{8}$ in thick—appreciably thicker than the top links. These unusually sturdy



Arrangement of the new central-spring front forks

Quality Autocycle with Spring Forks and Neat Shielding: Civilian Edition of the 125 c.c. "Assault Troops" Lightweight Two-stroke: A New Silver Finish

bottom links are a result of Army experience and valuable in ensuring maintenance of alignment and, therefore, of excellent steering and handling. The loop frame weighs 14 lb and the front forks 9 lb. The weight of the complete machine is approximately 160 lb. A good feature is that clips are not employed for the attachment of mudguards and similar parts. Instead, welding or brazing is utilized.

The carrier is of pressed steel, with tubular stays running down to the fork ends, and the rear cross-member is tubular so that it provides a comfortable hand-hold and can be used as a lifting handle when the machine is being put on the stand. The latter is of central spring-up type, and *The Motor Cycle* representative saw a girl, who said that she weighs only 6½ stone, whisk a machine on to its stand, seemingly without the slightest effort.

A Special Finish

A maroon and silver finish is employed for the 2½-gallon tank. The silver, which is used for the tank panels, wheels and hubs, is a special finish developed by James and given the registered name "Argenized." It has a most excellent sheen and is stated to be extremely durable. Handlebars and the twin pipes from cylinder to silencer are chromium plated. The pipe leading to the second silencer on the near-side chainstay is no longer blanked and drilled at the front end, which was a War

JAMES PROGRAMME

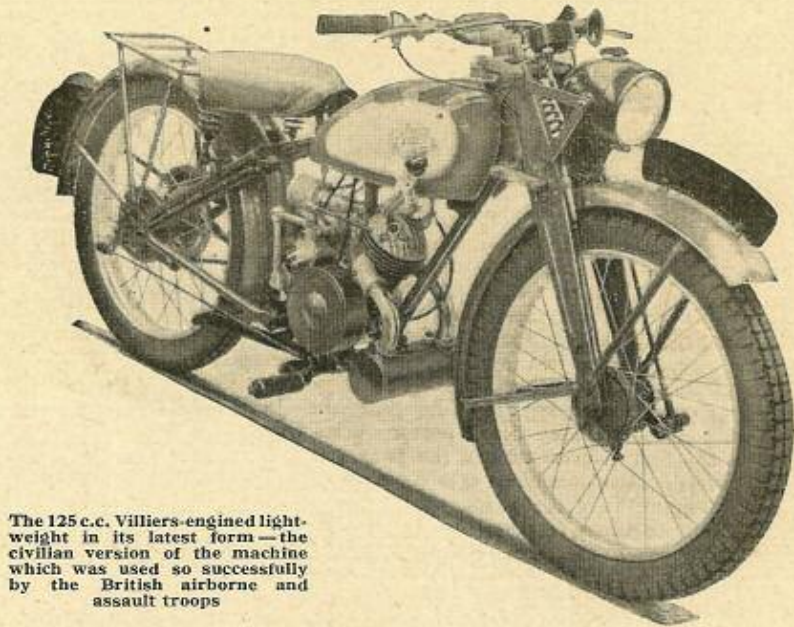
Department requirement. Thus there is no need to remove the pipe every 1,000 miles to clean out a series of holes.

The handlebars have a cycle-type adjustment, the Terry saddle is adjustable for angle and the footrest hangers are serrated, so there is a ready adjustment here. Other features and fittings are: Brakes, 5in diameter rear and 4in front; 2.75-19 Dunlop Universal tyres; reserve-type petrol tap; Villiers air cleaner; a folding kick-starter and a saddle height of 28in.

Almost needless to state, the engine-gear unit is the 125 c.c. three-speed Villiers deflectorless-piston two-stroke, fitted with a Villiers carburettor. This has a so-called pre-stretched, non-adjustable, primary chain and provides gear ratios of 8.1, 13.12 and 23.6 to 1. A hand change is fitted beside the right tank panel. Ignition and lighting are provided, of course, by the Villiers flywheel magneto. The head lamp of torpedo shape is fitted with a two-filament bulb, with both the main and "dipped" filaments of 6v 24 w. No compression-release valve is fitted on the civilian mount.

Spring Forks on Autocycle

The price of the famous "Flying Flea" is £55, plus, so far as Britain is concerned, Purchase Tax of £14 17s; the extra for the Smith's internally illuminated non-trip speedometer, which is mounted on the top cross-member of the front forks, is £2 15s, plus 14s 10d Purchase Tax.



The 125 c.c. Villiers-engined light-weight in its latest form—the civilian version of the machine which was used so successfully by the British airborne and assault troops

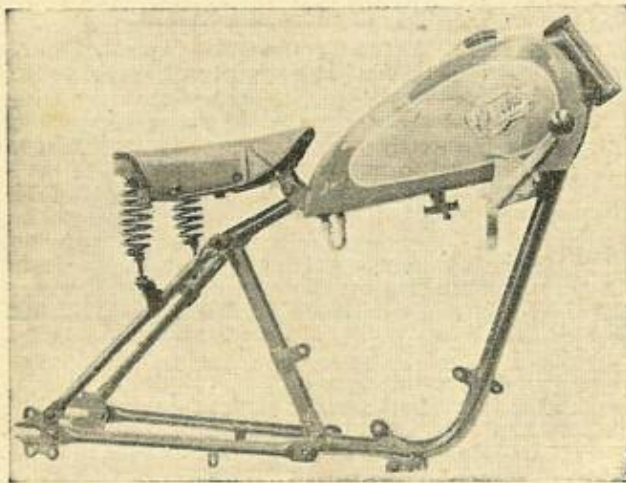
A most interesting feature of the new James autocycle, the "Superlux," is a very simple, sturdy spring front fork. This has a central compression spring and each blade consists of an extremely strong tapered and butted tube. At the fork-ends the blades are reinforced by a sheath that is brazed on after being trapped. A short test of the new "Superlux" on rough grassland and on city streets showed that the fork, which has very much the appearance of a telescopic front fork, adds greatly to riding comfort.

In the one-piece frame, which is brazed throughout, is fitted the Villiers de luxe autocycle unit. This is covered at the sides by a pair of very neat shields, which are held in spring clips at the top and by a pair of wing nuts at the bottom. These quickly detachable shields are finished in "Argenize," with blue lining and a "streamlined" James transfer. The fluted-sided, 11-pint tank is black and "Argenize." Black, lined in red, is employed for the wheels. Again, there is a notable lack of clips on the machine. The tank, for instance, is rubber-buffer mounted in an extension of the steering-head lug at the front and on a member brazed to the seat tube at the rear.

Useful Carrier Fitted

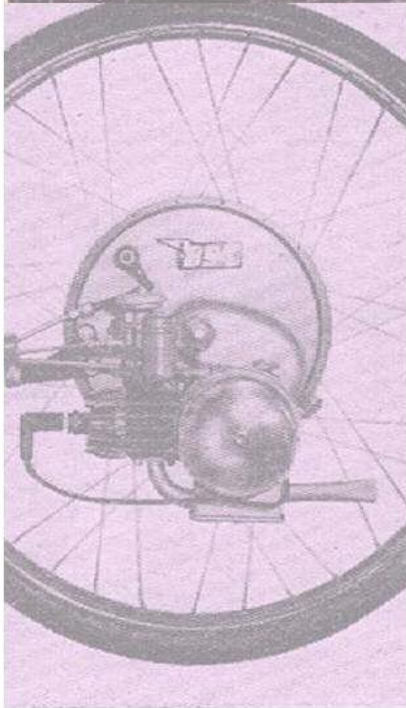
Among the features of the machine are 26 x 2 x 1 1/4 in Dunlop "Carrier" tyres, 2 3/8 in wide mudguards, an engine-back wheel gear ratio of 12 to 1, a 46in pedalling gear, a jockey sprocket for this chain, a pressed-steel carrier of construction similar to that of the 125 c.c. model, a Brooks saddle and a saddle height, at the lowest position, of 32in. Brakes of 4in and 3 1/2 in are fitted front and rear respectively.

The "Superlux" autocycle lives up to its name. It is priced at £35 15s, plus £9 13s Purchase Tax. The makers are the James Cycle Co., Ltd., Greet, Birmingham, 11.



An unusually sturdy frame of loop construction is fitted to the 125 c.c. model. A good feature of the machine is the absence of loose clips

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