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*Minor modifications
and new colour
schemes are
only change*



Maroon with blue panels is finish on M.L.125



Larger saddle and new steering head are fitted to autocycle

James Continue Lightweight and Autocycle

IN 22 competitions held during the 1947 season the James light-weight model M.L. 125 obtained no less than 19 awards, and as a result of this success the makers have not considered it necessary to introduce any important changes for this year. Together with the Superlux autocycle, this M.L. 125 is being continued with only minor modifications, chiefly to the colour scheme.

This scheme now uses colours the same as those of the British airborne forces, users of many of these machines in their war-time form, maroon being the main overall colour with polychromatic blue panels, gold lined, on the sides of the petrol tank. Greater ease of control has been provided by the lengthening of the clutch and front brake levers. Fully

equipped, the machine weighs approximately 150 lb and the engine unit is a Villiers 125-c.c. two port, identical to those fitted in the military machines from which this has developed. A three-speed gearbox and kick starter are standard.

Forks are of pressed steel with a central compression spring, and owing to the light weight of the machine neither shock absorbers nor spring damper are fitted. The loop frame is of high-grade steel tubing, and has a central prop stand with automatic return which is effective for either front or rear wheels. Heavy section rims carry 2.75 x 19in Dunlop tyres and both front and rear wheels have internal expanding brakes.

Considerable attention has been paid to silent performance, and this has been

achieved without loss of power. A useful export feature is the fitting of a large air cleaner to the carburettor. Villiers direct lighting with a parking battery in the headlamp is standard and ignition is from a flywheel magneto. The home price of the M.L. 125 is £66.

Greater comfort has been ensured on the Superlux autocycle by the provision of a larger saddle, while ease of control is improved by the adoption of a new choke control extending through a slot on the nearside engine shield. Another modification is the fitting of a motor-cycle type steering head, in which the bars are held by clips and are fully adjustable. Both tank and rims now have an Argenized silvery finish contrasting well with the maroon of the machine. The frame is fully brazed up and single tube forks with a central com-

pression spring are fitted. Power is provided by a 98-c.c. Villiers de luxe engine incorporating a clutch and a primary chain running in oil. Engine shielding is generous and designed to harmonize with the general lines of the autocycle.

Oversize Dunlop tyres, 26 x 2 in, are fitted, and it is of interest to note that both brakes are hand operated. This latter system is felt by the makers to give greater safety as it removes any danger of accidental application of the rear brake should the rider raise himself on the pedals to change position or to ease clothing.

The welded steel tank has a capacity of 11 pints and lubrication is by petrol, as on the 125-c.c. motor cycle. Both machines incorporate an oil measure in the tank filler cap. Basic price of the Superlux autocycle in this country is £44.

JAMES AUTOCYCLE & LIGHTWEIGHT SPECIFICATIONS

ENGINE	Autocycle	125 c.c.
Type	2-stroke	2-stroke
Number of cylinders	1	1
Bore... ..	50 mm (1.97 in)	50 mm (1.97 in)
Stroke	50 mm (1.97 in)	62 mm (2.44 in)
Capacity	98 c.c. (5.98 cu. in.)	122 c.c. (7.45 cu. in.)
Pistons	Aluminium alloy	Aluminium alloy
Main bearings : Driving side	Ball	Ball
Flywheel side	—	Ball
Big-end bearings	Roller	Roller
Carburettor	Villiers	Villiers
Air cleaner... ..	Gauze cap	Air-maze
Throttle control	Lever	Twist grip
Lubrication	Petrol	Petrol
ELECTRICAL		
Voltage	6 V	6 V
Ignition	Flywheel magneto	Flywheel magneto
Sparking plug size	18 mm	18 mm
Lighting	Villiers direct	Villiers direct
TRANSMISSION		
Clutch	Cork, multi-plate	Cork, single-plate
Clutch control	Hand	Hand
Gearbox : Number of speeds	1	3
Control	—	Hand
Overall gear ratios : 1st	—	23.6 : 1
2nd	—	13.12 : 1
top	11.875 : 1	8.1 : 1
Primary drive	Chain	Chain
Final drive	Chain	Chain
FRAME		
Type	Brazed	Brazed
Front forks	Tubular girder	Pressed steel girder
Rear suspension	Rigid	Rigid
Brake drum dia : Front	3½ in	4 in
Rear	4 in	5 in
Brake control : Front	Hand	Hand
Rear	Hand	Foot
Type sizes : Front and rear	26 x 2 x 1½ in	2.75 x 1.9 in
DIMENSIONS		
Wheelbase	49 in (124 cm)	48 in (122 cm)
Ground clearance	4½ in (11 cm)	6½ in (16 cm)
Width over bars	23 in (58 cm)	26 in (66 cm)
Saddle height	32 in (81 cm)	28 in (71 cm)
Weight (dry)	120 lb (54 kg)	150 lb (68 kg)
CAPACITIES		
Petrol tank	1½ gal (5.7 litre)	2½ gal (10.2 litre)