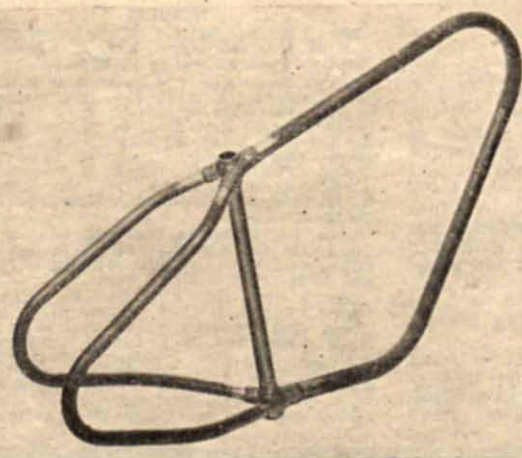


Three-quarter view of the new James 98 c.c. Model 1F lightweight. The kick-starter on this small machine folds neatly out of the way when not in use



Basic skeleton of the new James frame, which is made up of four separate tubes. Brazed or welded lugs are used, one of which provides mountings for the footrests, central stand and rear brake pedal

JAMES are listing three entirely new lightweight motor cycles for 1949—98, 122 and 197 c.c. Each has one of the new Villiers two-stroke engine-gear units. An alternative de luxe specification that includes a battery and rectifier is available for the 98 c.c. (1F) and 122 c.c. (10D) models. The 197 c.c. (6E) model is offered only in this de luxe form. Details of the James autocycles, which have been important members of the range for some years, will be announced later. Certain features are common to all the lightweight motor cycles. For instance, although made of lighter gauge tubing for Model 1F, the frame is a new one of James patented and registered design. Of full loop type, it is made up of four separate tubes, of which a single tube forms the top, front-down and bottom runs. Brazed or welded lugs are used, one of which provides mountings for the footrests, central stand and rear brake pedal. Welded on to the frame is a pressed-steel head lug. There are no grease nipples for the steering head, but the

New James Lightweights

Villiers-engine Two-strokes of 98, 122 and 197 c.c.

bearing is, of course, packed with grease on assembly.

The front fork is of James registered design and consists of two brazed-up, weldless steel, straight tapered tubes, with parallel links and a central compression spring. Lighter gauge tubing is employed for Model 1F. Handlebars are mounted in pressed-steel clips.

Hubs are of James manufacture and contain 4in ball bearings. Where possible—i.e., allowing for wheel removal—mudguard stays are attached to their blades by means of rivets. Thus there is the minimum number of bolts to check during maintenance. Carried along the centre line of the rear mudguard's top surface is a strip of metal beading, under which, completely protected, lies the cable for the neatly hooded rear light. A pressed-steel strip runs along the top of each petrol tank and acts as a protective covering for the cables underneath it.

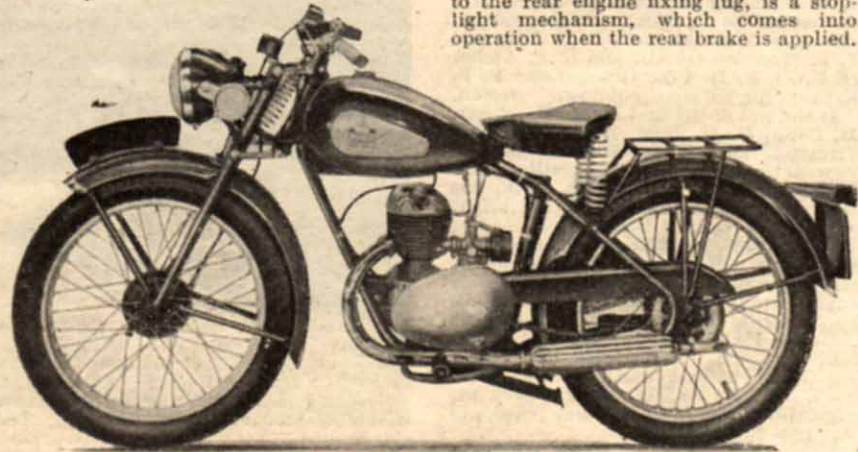
Fitted to all models, the new silencer is claimed to cause no back pressure. Inside it is a perforated tube which contains two semi-circular baffles and is surrounded by glass wool employed in order to prevent resonance.

Special Finish

An argenized finish is given to wheel rims, saddle springs, fork springs and the beading on the rear mudguard. Otherwise the machines are finished in maroon, with blue, gold-lined tank panels and chromium-plated bright parts.

The 98 c.c. de luxe Model 1F has the new Villiers engine-gear unit that is described on pages 311-12. The machine's two gear ratios are respectively 13.04 and 8.47 to 1, and gear changes are effected by a lever on the right handlebar. There is a neutral position of the lever between the two engaged positions.

Welded on to the right-hand seat and chain stays are lugs to which are bolted the brackets that carry the battery. Below the battery rectifier, which is bolted to the rear engine fixing lug, is a stop-light mechanism, which comes into operation when the rear brake is applied.



Most powerful machine in the range is the 197 c.c. Model 6E, which has handsome lines

Twelve-gauge spokes are used for the wheels; brakes are 4in front and rear; and tyres are Dunlop's, size 19x2.50in. On the leading edge of the front mudguard there is a chromium-plated motif, which rounds off the somewhat sharp edge. Tank capacity is about 1 1/2 gallons. An electric horn is fitted. Of canister type, the tool-box is mounted below the rear end of the petrol tank on a lug attached to the top run of the frame.

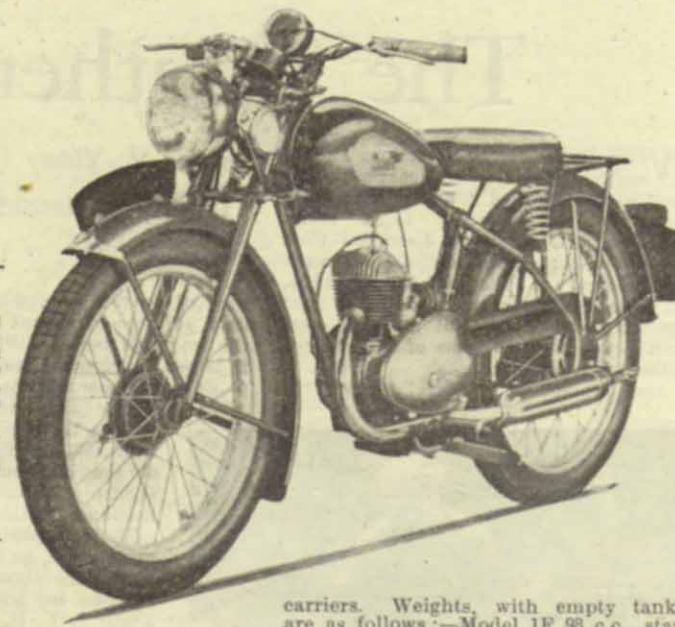
A member of *The Motor Cycle* Staff had a brief run on the prototype of this model. The speedometer needle was easily made to pass the 35 m.p.h. mark, and the impression was gained of one-two-five performance rather than ninety-eight. The hand lever changed the gears faultlessly.

Apart from having the larger gauge tubing, together with the new 122 c.c. Villiers engine-gear unit described in *The Motor Cycle* on September 30, and certain other differences, the new 122 c.c. de luxe Model 10D is the same as the de luxe 1F.

These other differences are as follows: On the 122 c.c. de luxe 10D, the brakes are 5in; 10-gauge spokes are used; and the Dunlop tyres are size 19x3.00in. There is a larger head lamp, and the battery is carried on the left side of the machine. In accordance with its shape, the tool-box is mounted in the triangle formed by the offside seat and chain stays; and to the back of the box, on its outside, is attached the battery rectifier. Petrol tank capacity is 2 1/2 gallons. Gear ratios of the foot-operated box are 25.77, 13.48 and 7.93 to 1.

In their standard form the 1F and 10D have no battery and no rectifier. In-

A larger head lamp is used on the 122 c.c. Model 10D than on the smaller machine. The illustration shows the chromium plated motif on the leading edge of the front mudguard



stead, a Villiers direct-lighting set is used. There is, of course, no stop-light and no electric horn. The front mudguard is without a motif; and neither the pressed-steel strip on the tank nor the silencer is chromium plated.

Model 6E de luxe is exactly the same as the 10D de luxe, except that it has the new Villiers 197 c.c. engine-gear unit described in *The Motor Cycle* of September 30th. There is, of course, a foot-change; and the gear ratios are 20.8, 10.88 and 6.4 to 1.

All the de luxe models have rear

carriers. Weights, with empty tanks, are as follows:—Model 1F 98 c.c., standard 123lb, de luxe 140lb; Model 10D 122 c.c., standard 168lb, de luxe 180lb; Model 6E 197 c.c., de luxe 190lb.

These entirely new and attractive lightweights, with their many rider's features, are made by The James Cycle Co., Ltd., Greet, Birmingham. Prices are as follows:—

Model	Basic Price			Total Price		
	£	s	d	£	s	d
1F, 98 c.c. standard	55	0	0	69	17	0
1F, 98 c.c. de luxe	60	0	0	76	4	0
10D, 122 c.c. standard	65	0	0	82	11	0
10D, 122 c.c. de luxe	70	0	0	88	18	0
6E, 197 c.c. de luxe	75	0	0	95	5	0
Speedometer for 10D and 6E models extra	5	3	6	4	0	8

MEMBERSHIP RECORD

R.A.C. Total Up

AN announcement from the R.A.C. states that its total motor cycle membership has attained an all-time record figure. The post-war peak was previously reached in August, 1947, before the abolition of the petrol ration. Today's figure exceeds the previous record by 5 per cent.

SAFETY CONGRESS

Spotlight on Training Scheme

YOUTH had its say at a special session of last week's Safety Congress organized by the Royal Society for the Prevention of Accidents. The R.A.C.-A.C.U. training scheme came in for special attention. A young trainee of the Maidstone Aces Club, Mr. John D. Day, detailed the arrangements, and was followed by Mr. Peter Knight, the R.A.C. Motor Cycle Manager. The latter called for more interest in the scheme on the part of local authorities. The difficulties over obtaining training grounds were one stumbling block, he said, while another was that the Ministry of Fuel, although allocating petrol for the training machines, did not make an allowance to enable instructors to get to and from the training grounds; there was not even petrol for the examiners.

Another speech of a motoring nature was that of Mr. Hudson-Davies, who gave details of the Harrow School Motor Driving Club. This is a car club designed to teach the boys to understand cars and to maintain and drive them

efficiently. Mr. Hudson-Davies said that he believed that, as a result of such a scheme, boys were better sons, better road-users, better pedestrians and, if they took to motor cycling, better motor cyclists.

COPIES BY AIR

To European Countries

READERS in European countries, other than Poland, can have their copies of *The Motor Cycle* dispatched by air where this method of transit offers speedier delivery. The annual subscription rate by air is £2 10s; shorter periods are pro rata.

Any motor cyclist who experiences currency difficulties over remitting the necessary sum should write to our publishers, Hiffe and Sons, Ltd., Dorset House, Stamford Street, London, S.E.1, England, who will forward the names and addresses of agents to whom subscriptions may be paid.

DOUGLAS (KINGSWOOD),

LTD.

Appointment of Receiver

IN a statement issued last Friday the directors of Douglas (Kingswood), Ltd., said that in their opinion the company had come to the end of the period of trading losses and was moving into a phase of moderate profit earning. The Westminster Bank, the Board continued, had been asked to provide for a period of six months further resources of £100,000, making the existing overdraft

£780,000, or alternatively to appoint a receiver and manager until a reconstruction scheme was evolved; the bank had chosen the latter course. Sales during the current year had been at the rate of £750,000 per annum.

The directors added that there was every reason to hope that if suppliers and customers stood by the firm it could work steadily towards a time when a satisfactory reconstruction scheme could be effected and the receiver discharged. The company produces large quantities of castings, electric vehicles, industrial engines and industrial trucks as well as the Douglas motor cycle.

ARTIST HONOURED

By King Haakon of Norway

VERY many thousands of readers of *The Motor Cycle* who have enjoyed and no doubt gained knowledge from the remarkable section drawings of motor cycle engines by Mr. Max Millar, our chief artist, and his staff, will be interested to learn of an honour paid to him.

Earlier in the year Mr. Millar made a drawing of the motor yacht "Norge" for *Yachting World*, a drawing which was so detailed that it even included the blotting pad and ashtray on the study table. This motor yacht was presented to King Haakon of Norway by his people, and so interested was King Haakon in the drawing that it has now been framed and presented to him. Mr. Millar himself handed the drawing to King Haakon at Oslo, where he was received in special audience. The interview, scheduled for 15 minutes, lasted nearly an hour.

IceniCAM Information Service



www.icenicam.org.uk