

James 1952 Programme

The 122 c.c. Cadet de luxe Model Now Fitted with Rear Springing

MAJOR change in the James programme for 1952 is that the de luxe version of the popular 122 c.c. Cadet will have rear-springing. The rear suspension is identical with that used on the 197 c.c. Captain de luxe model. It is of straightforward plunger design and employs springs for both depression and rebound. An important feature is that the incorporation of the rear springing does not alter the wheelbase which remains at 49in.

Chief differences between standard and de luxe models in the James range are that on the former, ignition and lighting are by Villiers flywheel mag-generator and the de luxe models have battery and rectifier lighting, they are fitted with light-weight electric horns, and have a stop-light operated from the rear brake.

Robust Frames

The frames of James machines are noted for their robust construction. For all nine motor cycle models in the range the frame is of the full-loop type made up of four separate tubes, with a single tube ingeniously forming the top, front-down and bottom-loop runs. Brazed or welded lugs are used, one of which provides mounting for the footrests, centre stand, and brake pedal. Welded to the main frame tube, the steering-head lug is a steel pressing.

All James machines are powered by Villiers engines. Those used in the 98 c.c. Comet and Commodore models are of the Villiers Series 1F type which incorporates a two-speed gear. The gear-change is operated through a control cable from a handlebar lever which is moved by the forefinger and thumb. Other engine features include roller-bearing big-end, and ball bearings supporting the main-shafts. The cylinder head is of light alloy and retained to the barrel by four studs. Primary drive is by an enclosed chain.

Both 122 and 197 c.c. engines have three-speed gear boxes in unit. Gear

changing is by a positive-stop foot-change mechanism. Engine details are similar to those for the 98 c.c. engines and lubrication in all cases is by petroil.

Most inexpensive James machines are the 98 c.c. Standard and de luxe Comets, and the fully enclosed 98 c.c. Commodore which is noted for its excellent weather protection, as well as protection from any possible messiness from the engine. This machine is, basically, a standard Comet fitted with deep valances to enclose the engine-gear unit. In addition, there are wide safety-bars-cum-leg-shields, and a valanced rear mudguard.

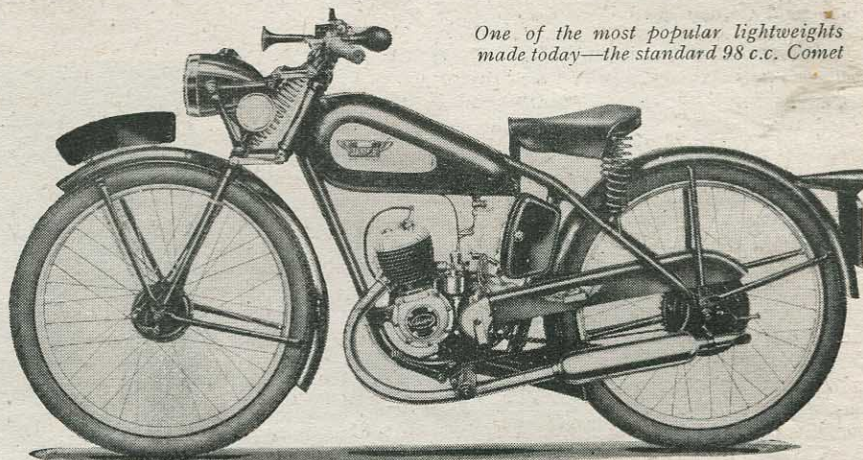
Among the features which have made James machines prominent in their class is the fact that, although lightweights in the true sense of the term, they are as comfortable to ride as many larger machines. Saddle height of the 98 c.c. and 122 c.c. machines is in the region of 29in and it is 30½in in the case of the 197 c.c. Captain models.

Other features of the 98 c.c. models are that the gear ratios are 8.47 and 13.04 to 1. Tyre sizes are 2.25 × 21in for the

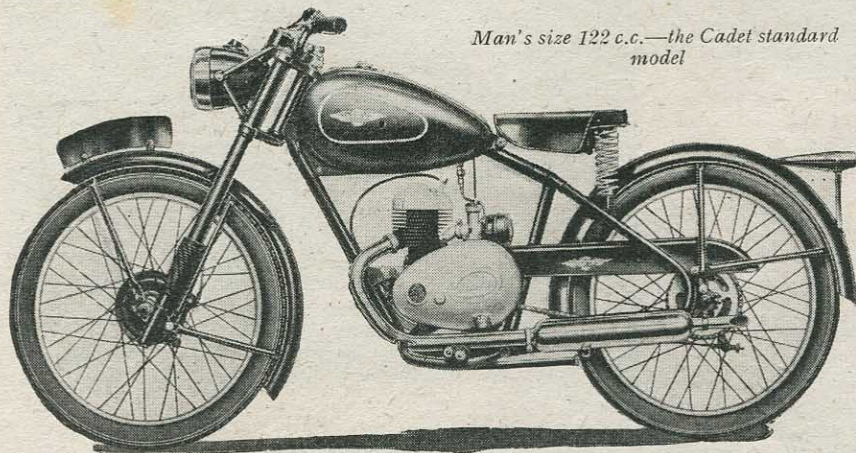
standard Comet and Commodore, and 2.50 × 19in for the de luxe Comet. Fuel capacity is 1½ gallons. Brakes are of the internal-expanding pattern and 4in in diameter. Total weight of these models is approximately 150lb.

Cannister-shape tool-boxes are carried transversely across the frame beneath the saddle. On the 122 and 197 c.c. models, the tool-box is of triangular shape and mounted on the offside seat stay. The 122 c.c. models are very little heavier than their smaller sisters. Brief details of the specifications are: gear ratios, 7.55, 10.51 and 20.10 to 1; brake dimensions, 5in diameter × ¾in wide. Tyres are 2.50 × 19in (standard) and 3.00 × 19in on the de luxe model.

Because of its high all-round performance, the 197 c.c. of the present day can hardly be said to fall into the "lightweight" category at all. These engines are extremely potent, and cruising speeds of 45-50 m.p.h. are not unusual. Above all, the 197 c.c. is inexpensive to run, petroil consumption being in the region of 90 m.p.g. at maximum cruising speeds.



One of the most popular lightweights made today—the standard 98 c.c. Comet

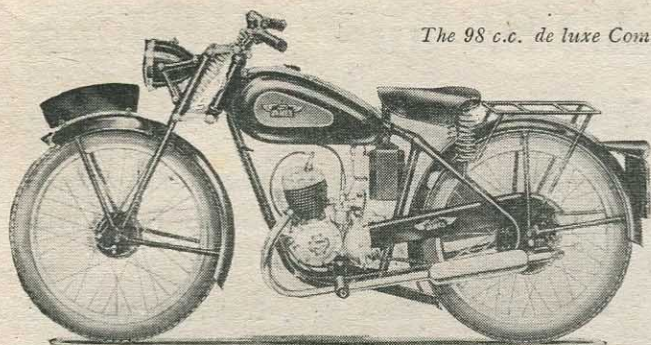


Man's size 122 c.c.—the Cadet standard model

Briefly, there are three 197 c.c. models: the two standard and de luxe Captains, and the highly successful competition model. But there is also a "pillion" version of the Captain de luxe which brings the total to four. This machine is fitted with a combined rider and passenger seat and has folding pillion footrests fitted to lugs welded on the frame. So far as the Captain models are concerned, gear ratios are 6.13, 8.52 and 16.31 to 1. Tyres are 3.00 × 19in diameter; fuel capacity is 2½ gallons.

Screwed filler caps are universal on all James machines and, to ensure further against oil seepage, a rim in the tank-filler orifice fits snugly round the oil measure (which is integral with the filler cap).

As in the case of the 122 c.c. models, the Captains are fitted with telescopic front



The 98 c.c. de luxe Comet

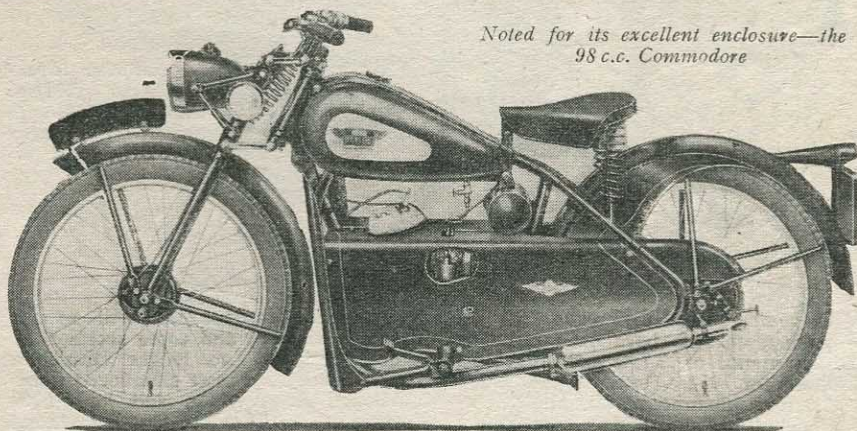


The 98 c.c. Superlux autocycle

forks. The fork on the 98 c.c. Comet, Commodore—and Superlux autocycle—consists of two brazed-up, weldless-steel tapered tubes with parallel links.

The Competition model is available as a 197 or a 122 c.c. and has a frame designed to give 7in ground clearance (6in when the centre stand is fitted) and a high saddle position. Wheelbase is 49in. Gear ratios (197 c.c.) are 6.67, 9.27 and 17.73 to 1, and 122 c.c., 9.44, 13.14 and 25.12 to 1. The 5½in-diameter head lamp is easily detachable for competition work. Tyres are Dunlop Universal pattern, 3.25 × 19in rear, and 2.75 × 19in front. All James machines have centre stands and, in addition, a prop stand is fitted to the de luxe Cadet and Captain models.

Particularly since 1947, James machines have been widely praised for the quietness of their exhausts. The silencer is claimed to cause very little back pressure



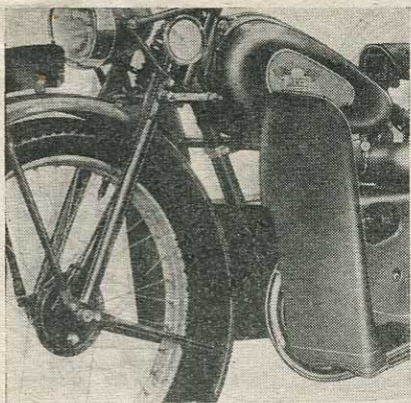
Noted for its excellent enclosure—the 98 c.c. Commodore

and inside it is fitted a perforated tube containing two semi-circular baffles surrounded by glass wool. At the rear end there is a detachable portion for ease of cleaning.

In addition to the motor cycles, there is (as has been mentioned) the 98 c.c. Superlux Autocycle, which has a luxury autocycle specification embodying 2.25 × 19in tyres, and 4in-diameter internal-expanding brakes. The engine is a Villiers single-speed Series 2F type. Fuel capacity is 1½ gallons. Mudguards are of deep section and there are smart com-

bined engine- and leg-shields enclosing the engine.

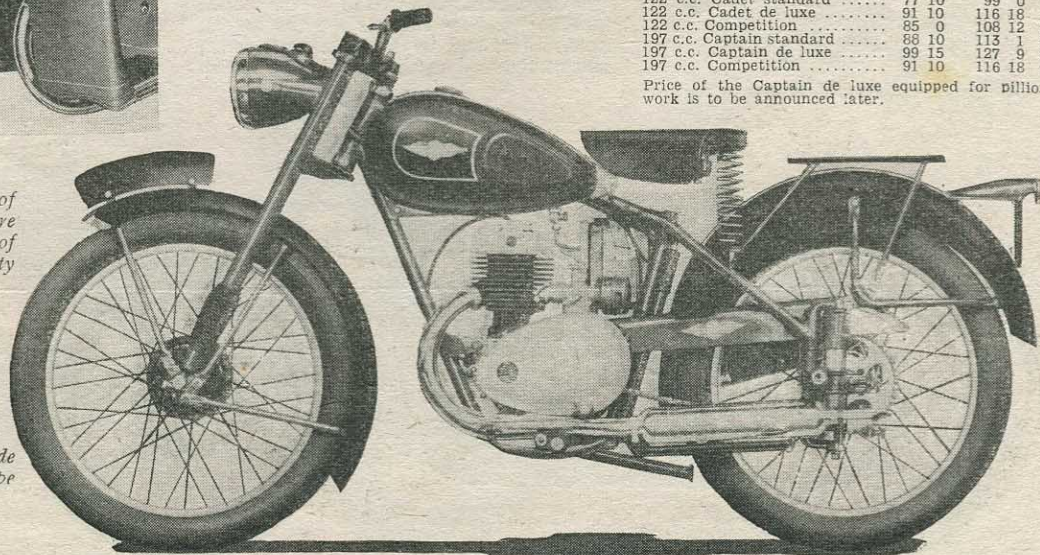
All machines are brilliantly finished in maroon enamel on a phosphated surface. Wheel rims are "Argenized" finished, and handlebars and controls, head-lamp rims and exhaust pipes are chromium plated. Makers are The James Cycle Co., Ltd., Birmingham, 11. Prices are:—



This threequarter view of the 98 c.c. Commodore shows the adequate width of the legshields-cum-safety bars.

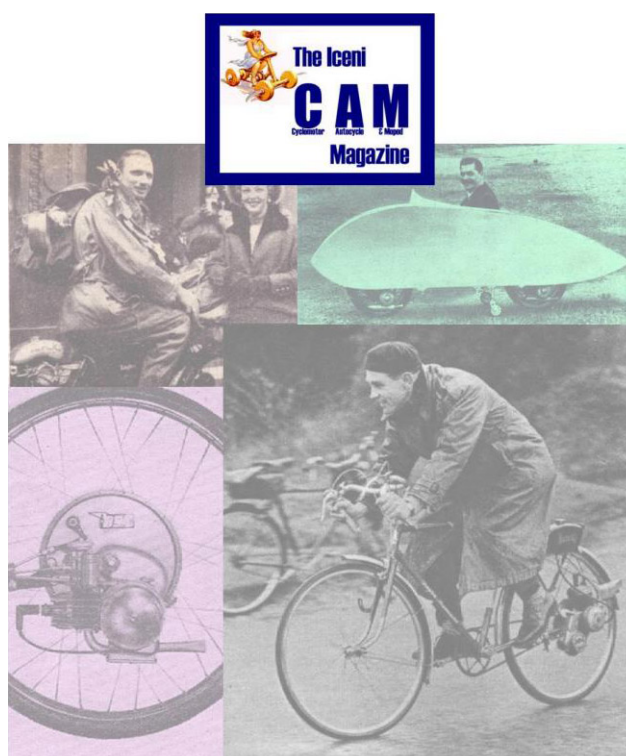
	Basic Price	Total Price
	£ s	£ s d
Superlux Autocycle	55 0	70 5 7
98 c.c. Comet standard	59 10	76 0 7
98 c.c. Comet de luxe	65 0	83 1 1
98 c.c. Commodore	65 0	83 1 1
122 c.c. Cadet standard	77 10	99 0 7
122 c.c. Cadet de luxe	91 10	116 18 4
122 c.c. Competition	85 0	108 12 3
197 c.c. Captain standard	86 10	115 1 8
197 c.c. Captain de luxe	99 15	127 9 2
197 c.c. Competition	91 10	116 18 4

Price of the Captain de luxe equipped for pillion work is to be announced later.



Luxury 197 c.c. Captain de luxe features plunger-type rear-springing

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