

The Motor Cycle, 25 FEBRUARY 1958

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A James Prototype

Attractive AF-enclosed Lightweight

"IS it wanted?" "Well people like it so much that they will buy it!" These are among the questions the makers of the James are pondering. They have built a prototype, a 91cc Villiers-engine 100-speed lightweight, which has the engine, head, and tank, in one, three-part piece, including safety harness, legshells, and is fitted with a large Fordian windscreen. Protection from mud and all weathers is just about 300

per cent; the machine is designed to enable the rider to stay almost as warm, comfortable, cycling clothes and so about his or her business, whether in office, station, shop or factory.

The machine is announced in its prototype stage—and will also be on show at a James stand in Oxford next month—has some like makers years to know the public's reaction and comments.

The photographs give a good idea of the appearance and, what is more important at

this stage, the excellent protection afforded to the rider. A small opening on the left side gives access to the engine, which is not exposed. The sparking plug, it will be noticed, is easily accessible. Engine cooling is not impeded, there being a full-width air duct between the legshells at the front. On the right, there is a "blower" which is the fuel-coolant. Weight of the machine is illustrated is approximately 160lb.

For several weeks the prototype has been used by a number of The Motor Cycle staff. The shuffling is fine from dismounting and mount effective. The James people are prepared to go ahead with the new model—quickly—but ask, "What do you think?"

(Note: and C. H. James (James) has been in touch with the Motor Cycle staff.)

"Scottish" Ballet

1958 built for starting machine

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A machine which may be added to the motor cycle. The machine is a small, enclosed James prototype



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