

DECEMBER 4th, 1947

THE MOTORCYCLE

433

JAMES

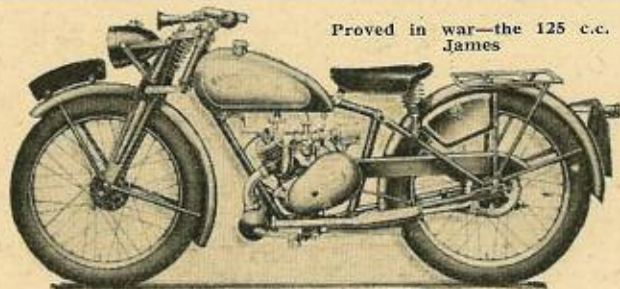
JAMES are concentrating on a two-model programme for 1948. The machines are the 125 c.c. model ML and the 98 c.c. autocyple, the Superlux. The ML is, of course, a peacetime version of the one-two-five James used by Airborne Forces in the war. Bred for tough usage under the most arduous of conditions, the one-two-five is extremely robust in construction. It is also no potter-bus. Under favourable conditions, it can be cruised at speeds between 35 and 38 m.p.h. for hours on end without becoming in the least fussy. The riding position is probably as comfortable as that on many machines of three times the capacity.

Designed for the "utility" man, or woman, the Superlux is as sturdily constructed as its larger sister, and few machines of this type are so smart. The one-piece frame is brazed throughout, and the spring fork (which, at a glance, resembles a telescopic fork) is very strong.

Engines: Villiers single-cylinder three-port two-strokes. ML, three-speed gear in unit with engine; gear lever in quadrant on tank. Crankshaft supported by ball-bearings. Roller-bearing big-end. Aluminium alloy flat-top pistons; detachable aluminium-alloy cylinder heads. Lubrication, petrol. Tank capacity, ML, 24g.; Superlux, 11pts. Ignition, flywheel mag. Tyres, ML, Dunlop, 2.75x19; Superlux, 26x2. Superlux engine has quickly detachable shields, finished in "Argentine." Lighting direct in each case. Gear ratios, ML, 8.10, 15.2, 25.6 to 1; Superlux, 11.88 to 1. Makers: James Cycle Co., Ltd., Greet, Birmingham.



"Superlux" 98 c.c. James autocyple



Proved in war—the 125 c.c. James