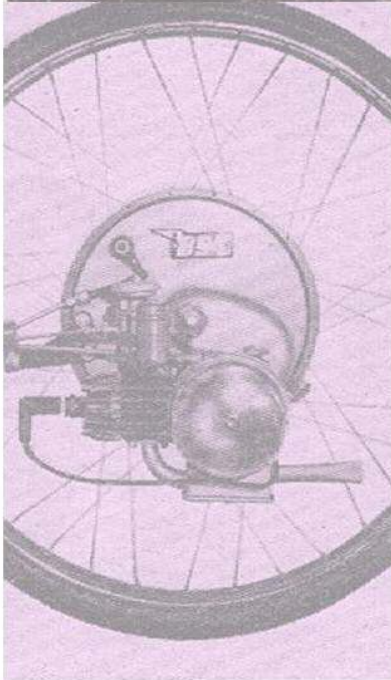


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James Programme

A New 98 c.c. Model with Enclosure of Engine and

SO successful has the James range of lightweights proved in the past year that it is being continued with only minor changes for 1951. However, there is a new model: the 98 c.c. Commodore, which is basically identical with the standard 98 c.c. Comet model but which has enclosure of engine and gear box and built-in legshields-cum-safety bars. The prototype was tried out by a member of *The Motor Cycle* staff earlier this year and a brief description given in our columns on February 23.

The engine cowling is of sheet steel, made in halves, with the seam running longitudinally from front to rear. A bead is formed on all edges and this, in conjunction with the very rigid six-bolt attachment per half cowling, makes the panelling sufficiently rigid to eliminate drumming. In order to provide further weather protection, the rear mudguard has deep valances on its forward segment. The legshields-cum-safety bars are of the standard James pattern, which are well known to be most effective. The machine is finished in James maroon, with an "Airborne"-blue tank panel and neat gold lining on the tank, engine shields and rear mudguard.

Peppy 98 c.c.

The machine is powered with the peppy little 98 c.c. Villiers Mark 1F engine with two-speed gear in unit. The two-speed gear is extremely simple to operate; gear changing is accomplished by means of a small finger control mounted on the right handlebar. The only other controls are those for the throttle, clutch and brakes. Lighting is direct from the Villiers flywheel magneto. Other features of the Commodore specification are: 4in diameter brakes front and rear; 2.50 x 19in tyres; link-action fork with a single compression spring; 1½-gallon capacity fuel tank.

With the exception of the fact that on the standard model the tyre sizes are 2.25 x 19in, specification details given earlier apply also to the 98 c.c. Comets, the standard edition of which is the lowest-priced full-size motor cycle on the market today. A de luxe edition of the Comet, which has a battery and rectifier lighting set, is also available.

Next in size to the Comet comes the 122 c.c. Cadet, which is also marketed in standard and de luxe forms (in other words, with direct or with battery and rectifier lighting sets). For 1951, the

Cadet (and the 197 c.c. Captain models) are fitted with a "cleaned-up"—rather than a redesigned—front fork.

It will be recalled that with the existing fork the stanchions projected upward slightly from the top steering head lug. Lowering the stanchions in the 1951 design has made the appearance at the head lug neater; but in order to maintain the rubber cartridge at the desired length, it has been necessary to extend the leg below the wheel-spindle position. As a consequence, the spindle-lug is now cast in front of the stanchion. Rake and trail are said to remain unaltered, and the fork characteristics are, of course, also as before.

There are certain other features which are common to the Cadet and Captain models. Frames, for instance, are of the full-loop type made up of four separate tubes with a single tube forming the top, front-down and bottom-loop runs. Engines are again Villiers, of course, with three-speed gear boxes in unit. Brakes on the 122 c.c. Cadet standard model are 5in in diameter; there is a 2½-gallon capacity fuel tank, and 2.50 x 19in tyres are fitted front and rear.

On the de luxe edition of the Cadet and 197 c.c. models brakes are also of 5in

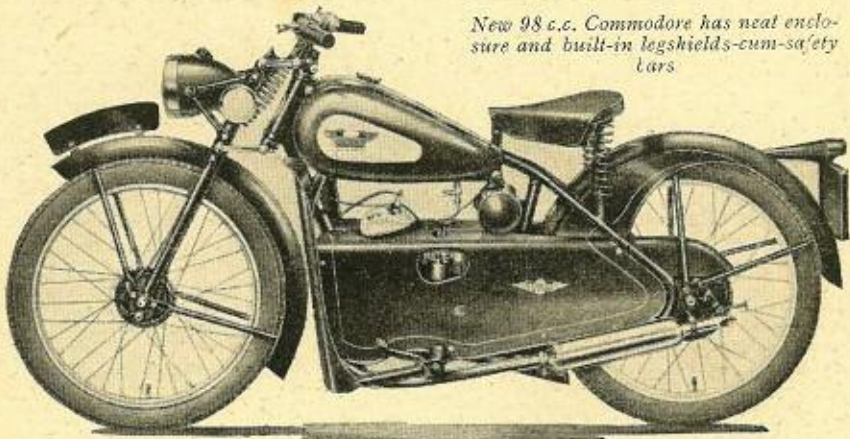
diameter; heavier gauge wheel spokes are fitted, and tyre sizes are 3.00 x 19in. On these machines, too, the tool-box is larger. It is triangular in shape and carried below the off-side seat stay.

For 1951, the 197 c.c. Captain is also available in standard or de luxe form. The standard model has a rigid frame and direct lighting; the de luxe model, plunger-type rear springing, battery and rectifier lighting, and a rear carrier to which a pillion seat may be fitted as an optional extra; provision has been made for the fitting of pillion rests (also available as extras), and there is now a sturdy prop-stand in addition to the normal centre stand. Electric horn and stop light are included in the equipment.

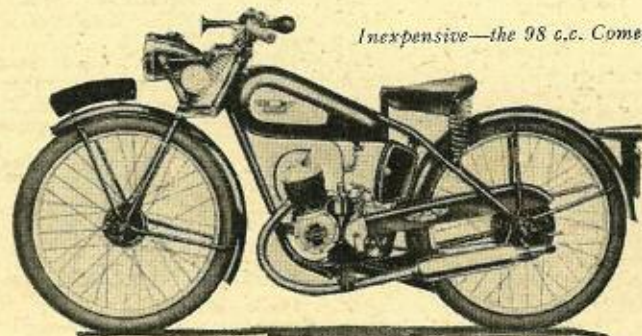
For the present, all battery and rectifier models are fitted with a change-over switch on the handlebar so that when riding, say, in the country at fair speed, the battery and rectifier may be by-passed except for a trickle charge, and the lights fed directly from the generator, the aim being to eliminate the slight discharge which occurs when the normal system is subject to full light load.

Of particular interest to the sporting fraternity are the two Competition models, which have been so successful in

New 98 c.c. Commodore has neat enclosure and built-in legshields-cum-safety bars



Inexpensive—the 98 c.c. Comet



Luxury 98 c.c. autocycle



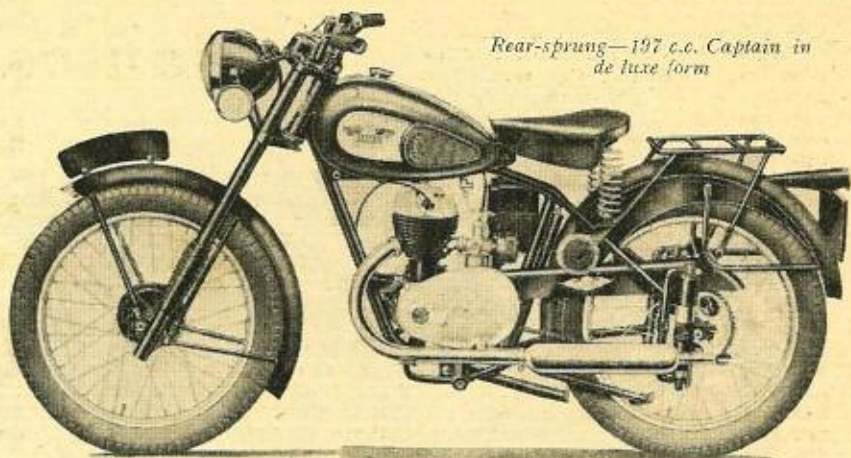
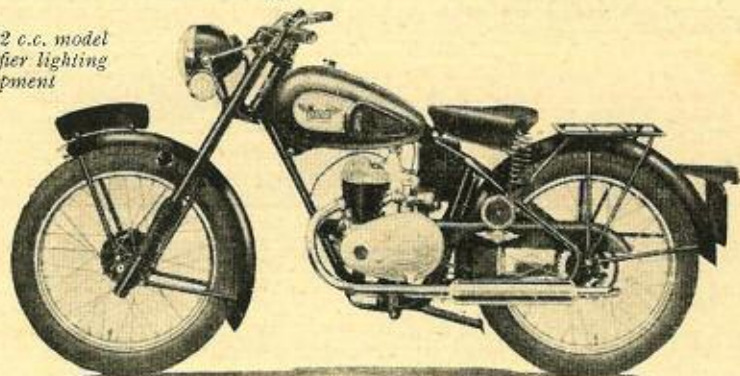
for 1951

First-class Weather Protection

trials. These models are available in either 122 or 197 c.c. sizes and, if desired, the specially designed frame may be fitted with the James plunger-type rear-springing.

In addition to the lightweight motor cycles, James also market a luxury autocycle, appropriately named the Superlux. The engine is neatly enshrouded by very smart, easily detachable engine shields. The fork is of the link-action type with a central compression spring, and is similar to that on the 98 c.c. motor cycles. Pedals are of the full rubber type.

Smart 122 c.c. model with rectifier lighting equipment



Rear-sprung—197 c.c. Captain in de luxe form

Both 4in-diameter internal-expanding brakes are operated by handlebar levers. Tyres are of the 21 x 2 1/2 in special autocycle type. For 1951 the seat tube has been shortened and the riding position lowered.

The manufacturers are the James Cycle Co., Ltd., Albion Street, Greet, Birmingham 11. Prices are as follows (total price includes Purchase Tax applicable in Great Britain only).

	Basic Price	Total Price
Superlux Autocycle	48 10	61 11 11
98 c.c. Standard Comet	50 0	63 10 0
98 c.c. de luxe Comet	55 0	69 17 0
98 c.c. Commodore	55 0	69 17 0
122 c.c. Standard Cadet	66 10	84 9 1
122 c.c. de luxe Cadet	75 10	95 17 8
197 c.c. Standard Captain	77 10	98 8 6
197 c.c. de luxe Captain	88 10	112 7 11
122 c.c. Competition	82 10	104 15 6
197 c.c. Competition	85 10	108 11 8

V.P. Sidecar Range

Three-model Programme Continued for 1951

TO all intents and purposes V.P. sidecars remain unchanged for 1951. There are three models—the luxury, child/adult Volante saloon, and two single-seater sports Vipers—one with a solid chassis and the other with a sprung-wheel chassis. The Volante has been modified only to the extent of reducing the width of the corner windscreen supports in order to increase all-round passenger visibility, and the main sidecar support has been strengthened.

The Volante, it will be recalled, is a very rigid, monocoque construction of light-gauge sheet steel and aluminium. It is one of the largest and most luxurious sidecars manufactured anywhere in the world to-day. Total weight, with the chassis, is said to be 225lb. The layout is unusual in that the child's seat (or children's seat, because it is wide enough to accommodate two) is situated forward of the adult seat. There is a single door fitted on the nearside.

Main body dimensions of the Volante are as follows: Overall length, 94in; width, 35in; height from the seat cushion to the roof, 33in; distance from adult seat squab to toe rest (which is under child's seat), 40in; door width at widest point, 25in; ground clearance, 8in. Locker dimensions are 19in wide by 22in deep by 14in high.

The four large windows are of celluloid, fixed, and surrounded by rubber beading to ensure "watertight-ness." For a top covering there is a black-twill, roll-up hood which is held in position by press-studs. Straps are provided so that, if desired, the hood can be rolled up and fixed in the half-open position, giving a sunshine-roof effect.

Behind the adult's seat is a ledge for carrying small parcels. Access to the main luggage boot is by means of a hinged lid, or door, in the rear.

Anti-sway Bar

Employing a very rigid form of four-point attachment, the special Volante chassis has bonded-rubber suspension for the wheel, and toggle-action, rubber-bushed linkage for suspension of the sidecar body. Rectangular in plan, the chassis is constructed of 1 1/2 and 1 1/4 in diameter tubular members, joined at the corners by substantial light-alloy castings which have a tensile strength of 24 tons per square inch. An anti-sway bar with rubber bushes is fitted to the body and chassis. Weight of the chassis, complete with wheel and tyre, is said to be 100lb.

Lightness is also a feature of the Viper, the body of which weighs only 61lb. Aluminium-alloy is used for the body—

which is designed on the stressed-skin principle used in aircraft construction. General dimensions of the Viper are: Overall length, 74in; breadth, 21in; cushion, 17in wide x 19in long. There is ample leg room for passengers of tall stature. The windscreen is of Perspex. Access to the sidecar is gained by way of a door and folding scuttle. There is a glove box in the scuttle and a luggage locker at the rear. A hood is not supplied, but one is available as an extra. Finish is polished aluminium, maroon, black, cream or green.

The No. 1092 sprung-wheel chassis for the Viper has a four-point attachment system, and half-elliptic leaf springs extending the whole length of the sidecar body. Torsion-bar springing is used for the wheel. The Viper is also available with an unsprung chassis, the weight of which is said to be 95lb. Weight of the sprung chassis is 112lb.

Makers of these sidecars are V.P. Sheet Metal, Ltd., Windsor Street, Cheltenham. Prices (total price includes Purchase Tax applicable in Great Britain only) are as follows:—

	Basic Price	Total Price
2001 Viper, solid, complete ..	£ 8 8 d	£ 8 8 d
2002 Viper, sprung, complete	50 9 6	63 18 8
1078 Viper, body only	29 0 0	36 14 8
1108 Viper, solid chassis only	21 9 6	27 4 0
1092 Viper, sprung-wheel chassis only	26 10 0	33 11 4
2005 Volante, complete	93 0 0	117 16 0

Viper prices are approximately £1 cheaper than those given when supplied for fitting to B.S.A. and Norton machines.