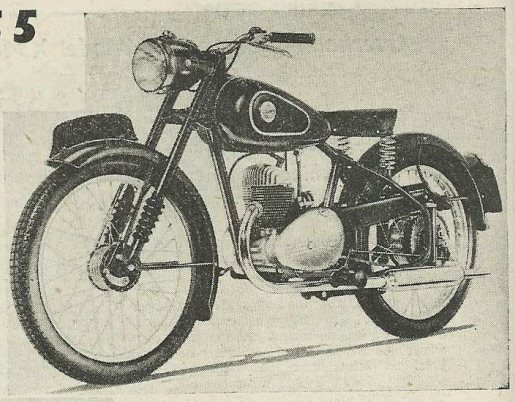
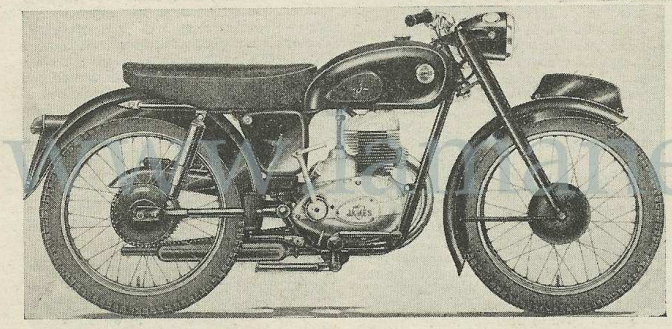
A SEXTET OF 1955 JAMES MODELS

A New 150 c.c. "Cadet" and Detail Improvements to a Six-model Range



On the right is the new 147 c.c. James "Cadet" model J 15 into which is built the new Villiers C 30 unit, an exclusive description of which appeared in our last week's issue.

WITH six models powered by Villiers engines, the James Cycle Co., Ltd., will continue to serve the novice or "local-journey" rider, who requires low-powered transport; the touring enthusiast, with "two-up" aspirations; the sporting rider and also the lightweight sidecar enthusiast. The framework of this programme is wisely based on that of the current range for even radical changes would hardly improve on the design, styling and standard of workmanship which for the past 12 months has characterized the pleasing red-finished two-strokes from Greet.



The biggest James, the 224 c.c. "Colonel," model K 12.

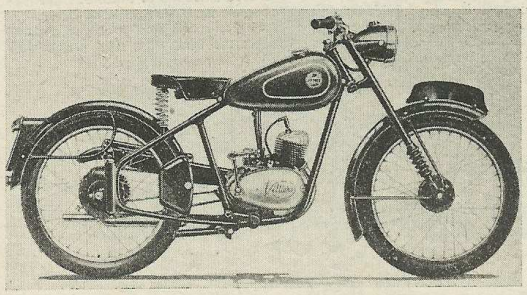
New 1955 features represent the fruit of experience gained during that period in the touring sphere and in the world of sport where James have enjoyed a fair share of the spoils. Smallest in capacity and capable of giving really man-sized transport, the 98 c.c. "Comet" is now improved by modified front-fork end lugs in which the lower mudguard stay tubes, cut away to act as cotters, are located by the two spindle nuts. The artist's drawing clearly shows the method of assembly in which the lower stay is pulled up tight into each lug by means of a bolt which also anchors the upper mudguard supporting stay. The result is a very simple, clean and neat layout, calling for a minimum of parts.

James telescopic forks and plunger-type rear springing make the "Comet" attractive from the comfort point of view. Four-inch front and 5-in. rear brakes are retained and for next season the "Comet" will share with the rest of the range the advantage of full-width hubs. In keeping with current fashion, this feature also has practical advantages.

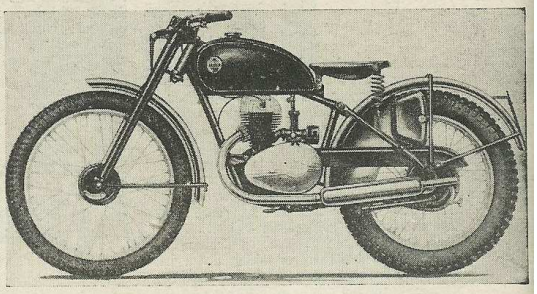
A further practical James' innovation is a re-designed fork crown providing a novel form of handlebar mounting. The crown is fashioned so that it contains two slotted depressions or dimples which act as semi-spherical seatings for two ball-ended handlebar fixing lugs. A satisfactorily wide range of handlebar positions is permitted and the ball joint adjustment can be locked in the required position by two bolts and dished washers located beneath the crown. The bolts pass through into the handlebar base lugs, which are threaded for this purpose. A steering lock peg is integral with the substantial lower fork lug.

The James "Cadet," while retaining that name, is to be commissioned now as a 150 c.c. machine, for which purpose the new 147 c.c. Villiers engine of this capacity, described exclusively in *Motor Cycling* last week, is employed. The "Cadet" will have all its previous characteristics in so far as frame structure and plunger-type rear springing are concerned, but it is to share with the 197 and 224 c.c. models an entirely new streamlined headlamp with a built-in Smiths silicone-damped magnetic speedometer and switchgear for the A.C. electrical equipment.

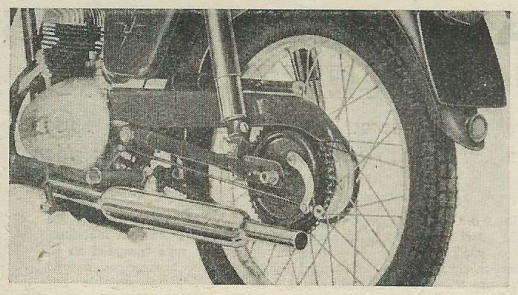
Promotion to a higher capacity class makes the "Cadet" attractive to many who may previously have regarded a "125" as being *just* too small for serious touring, say abroad in mountainous country, and in circumstances where a pillion passenger is



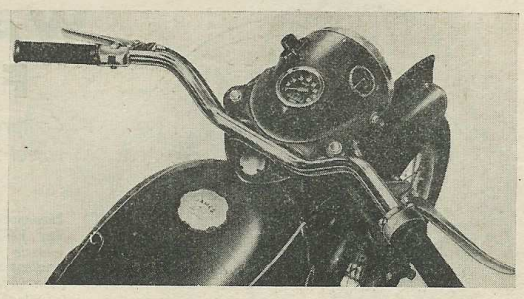
The smallest James, the 98 c.c. "Comet."



For trials, the 197 c.c. "Commando" is listed.



The rear suspension and wide hub of the "Captain" model.



Handlebar and head-lamp layout on the new James.

occasionally carried. A certain 50 m.p.h. maximum speed should be forthcoming from the new Villiers unit plus the ability to cruise effortlessly in the 40-45 m.p.h. region.

It is in the 197 c.c. and 224 c.c. that the James 1955 catalogue reveals most change. These machines—the K7 "Captain," K12 "Colonel" and the J9 "Commando" and K7C "Cotswold"—now possess completely redesigned front forks.

The new fork layout is a reversal of previous James practice in that the lower slider components telescope over the main stationary tubes instead of fitting inside them. Long coil springs anchored to the tops of the stationary members and extended down to engage with the tapered centre-piece in each slider, limit fork movement during the impact and rebound phases.

Hitherto only competition James models have benefited from supplementary hydraulic fork damping, but this improvement is now specified on all 197 c.c. and 224 c.c. roadsters. For the competition version, the J9 and K7C, an alternative type of taper component, drilled to meter oil also during the downward movement of the slider, is fitted.

The dimensions of the upper fork shrouds are proportionate with those of the general fork structure and blend into the massive top crown pressing.

All 197 and 224 models listed with lighting have A.C./D.C. equipment with a rectifier and six-volt battery. The head-lamp shell in this case houses the built-in Smiths speedometer which is flanked by the ammeter and four-position switch.

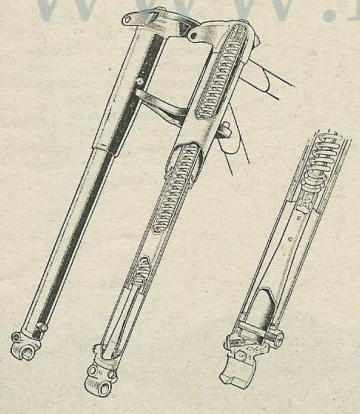
Except in the case of the J9, all the over-150 c.c. models are continued with the 1954 loop frame and pivot-type swinging-fork rear springing, incorporating the James spring "leg" with two-way hydraulic damping. Modifications to the "J" and "K" models include the provision of a 2¾-gallon fuel tank of new design and, where fitted, forged steel pillion footrest brackets.

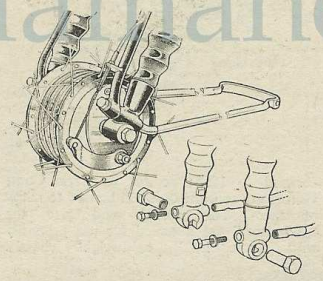
Pleasing to the eye and also very practical is the tool box and battery case which are mounted pannierwise beneath the long "Vynide"-covered sorbo seat. The compact tail-lamp-cum-numberplate group is now supplemented by the legally required rear reflector.

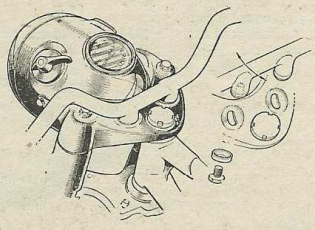
Modified slightly as a result of this year's Scottish Six Days Trial, the J9 four-speed rigid-frame "Commando" is listed with a Villiers Mk. 7E competition engine.

For the moto-cross enthusiasts James offer the K7C "Cotswold" with swinging-fork rear springing, a 3.50-in. rear tyre and a dualseat to aid rider endurance in the gruelling conditions of scrambling.

Perhaps not the least attractive aspect of James' 1955 policy, as interpreted by this programme., is the absorbing, by improved production methods, of increased costs and, therefore, the ability to keep prices of all except over-150 c.c. models at existing levels.







(Above) Sleeve nuts secure the spindle of the new front hub. Seen also is the method of attaching the latest form of front mudguard stay. (Left) The redesigned front forks. They are described on this page. (Right) Cleaned-up handlebar mounting and head-lamp fitting. The lamp shell incorporates switch, ammeter and speedometer.

SPECIFICATIONS AND PRICES

Model and type	c.c.	C.R.	Approx. b.h.p.	Suspension Front	Suspension Rear	Gear ratios	Weight lb.	Tank gal.	Wheel-base in.	Ground clear-ance	Saddle height	Basic price £ s. d.	Total price £ s. d.
J11 "Comet" t.s.	98	8.0	2.8/4,000	T	P	8.5, 13.1	128	2	49	4½	27½	64 0 0	76 16 0
J15 "Cadet" t.s.	147	8.25	5.43/4,250	T	P	6.5, 8.7, 16.6	170	2	49	5	28	76 0 0	91 4 0
J9 "Commando" t.s. ..	197	8.25	9.3/4,300	T	Rigid	6.54, 8.83, 15.0, 22.6 ..	196	2¾	51	8½	31	115 0 0	138 0 0
K7 "Captain" t.s.	197	7.25	8.4/4,000	T	SF	5.74, 7.7, 14.7	220	2¾	50	5	30	104 0 0	124 16 0
K7C "Cotswold" t.s. ..	197	8.25	9.3/4,300	T	SF	6.27, 8.48, 11.3, 18.2 ..	208	2¾	50	6	30	120 0 0	144 0 0
K12 "Colonel" t.s.	224	7.0	10/4,500	T	SF	6.21, 8.2, 11.8 19 05 ..	275	2¾	50	5	30	125 0 0	150 0 0

Alternative Specification: Four-speed gearbox on K7 with 5.74, 7.75, 10.34 and 16.65 : 1 ratios, £132, incl. P.T