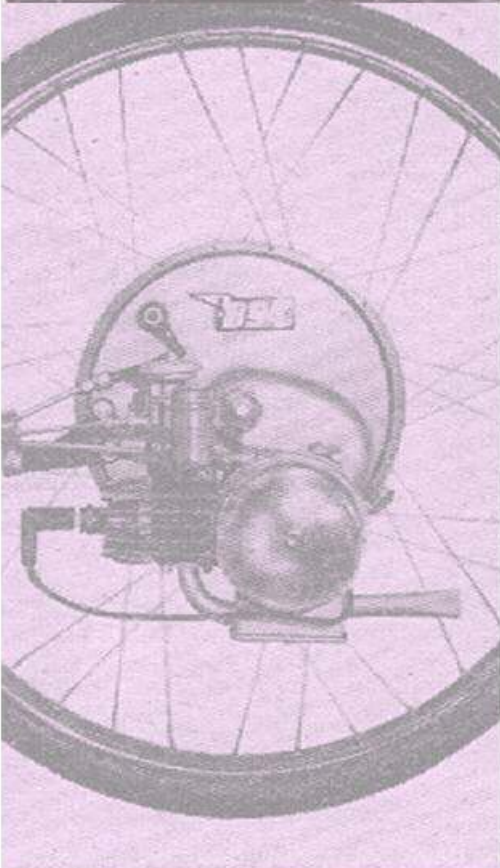
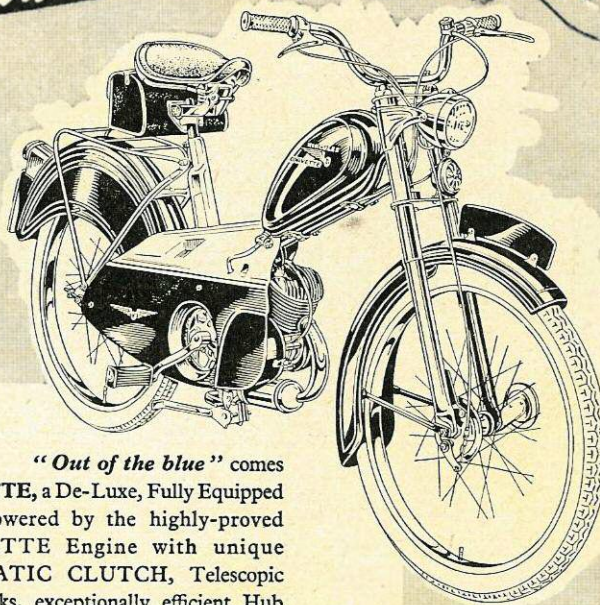


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Mademoiselle "Corvette"

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The NEWEST MOPED by **Hercules**

ROAD TEST REPORT:

First British Auto-Clutch Moped HERCULES CORVETTE

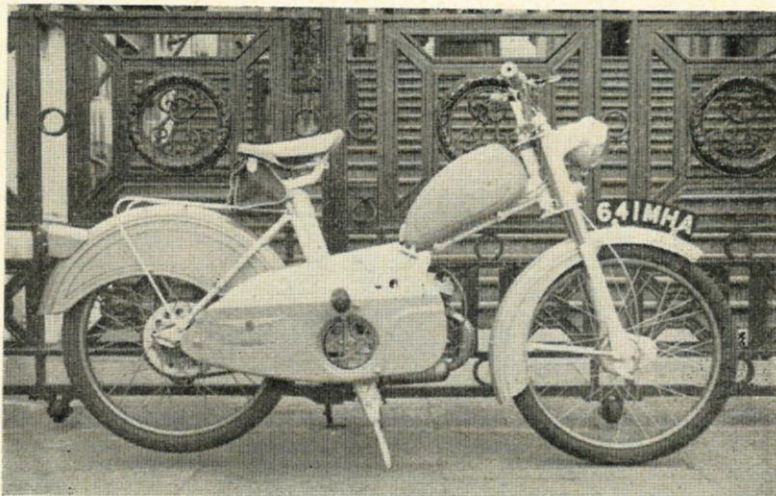
THE single speed, automatic clutch mo-ped is currently the best selling type in Europe but Hercules are the first British manufacturers to produce such a model in their recently announced *Corvette*.

A welded steel tube frame forms the chassis of the new model with its main member in modified box section webbed at the head to carry large section tubular telescopic forks. The rear end of the frame follows convention bicycle lines with the separate pedal and power drive chains on either side of the rear hub. Of 10-pints capacity with reserve tap, the fuel tank employs the type of mounting popular on motor cycles some thirty years back with four short studs screwed into bosses welded on to the under side of the tank which lies on top of the main frame tube. The nose-hinged saddle is adjustable for height and the handlebars for angle.

Both mudguards are valanced, the rear one very deeply, and a feature of the machine from the appearance angle is the very complete enclosure of engine and transmission by well styled, simple and neat top and side shields. Wheels are 23-inch x 2-inch with internal expanding hub brakes both hand operated. The *Miller* lighting set comprises a large headlamp on brackets on the front forks and a tail lamp neatly incorporated into the rear number plate assembly with the switch gear handlebar mounted.

The power unit is a French *Lavallette* with the automatic centrifugal clutch mounted on the left side of the crankshaft and the usual arrangement of Vee-belt drive to the counter-shaft pulley. On this pulley is the change-over control which enables the engine to be cut out of the drive and pedals only to be used in case of breakdown.

The engine itself is a single cylinder two stroke, conventional except for the fact that the small end



bearing is on needle rollers instead of the more usual plain bush bearing. Rollers are also used in the big end and balls in the mains. The single gear ratio is 1.2 to 1 and the automatic clutch is designed to run its normal life without requiring adjustment or maintenance. A *Gurtner* carburettor with a self cancelling choke device for cold starting has an airfilter.

Ignition and lighting is by *Bosch* flywheel magneto giving 18-watts output from the lighting coils.

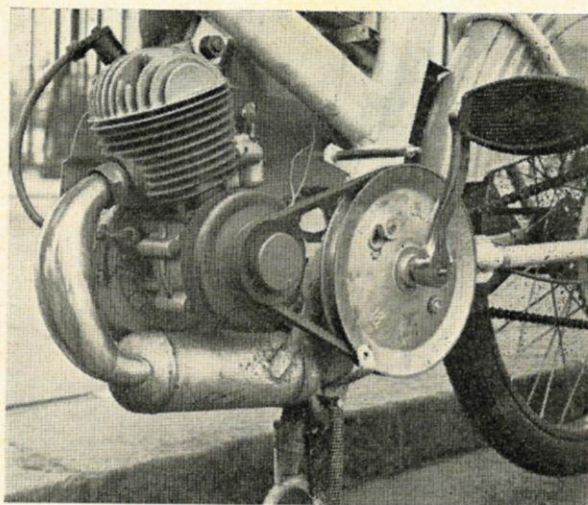
Easy

Everything about the handling of the *Corvette* is easy. The machine can be started on the stand by kicking down a pedal—once is usually enough—or by pedalling away and letting the clutch engage itself at about 5 m.p.h. to start the engine

turning smoothly and quietly. So casual did the starting drill become that when the centre stand collapsed in the course of the test we carried on starting by one kick while holding the back wheel off the ground by the saddle.

Once running, the engine never stalls and driving is simply a matter of controlling the speed with the twist grip throttle and applying the brakes to stop. The engagement and disengagement of the clutch is so smooth that it cannot be felt from the saddle. From a standstill the machine glides away smoothly whether the throttle is opened gently or banged wide open. Acceleration is modest for the first 10 m.p.h. but very lively thereafter, particularly from 10 to 30 m.p.h.

This is the most comfortable cruising speed under most conditions but



The engine with its shields removed, is very easily accessible

there is plenty more in hand. We have found in the past that these engines require about 1,000 miles running to reach optimum performance and the test machine in our hands was brand new, but the maximum recorded was 37 m.p.h. and we are sure there is more to come, probably more smoothly also when a bigger mileage has been covered.

In the upper part of the speed range the engine could be both heard and felt, though neither the noise nor the vibration was bad enough to call for any severe criticism. Up to 30 m.p.h. it was both reasonably quiet and smooth.

Climbing is good. Normal hills of up to 1 in 10 can be taken at the best part of the power curve, 15-25 m.p.h. and it took something very steep to make us even think of pedal assistance. The automatic clutch is designed to slip at low speeds as part of its job and the machine will start off on a grade or run quite slowly uphill on clutch slip without hurt to itself, but a few turns of the pedals naturally speed up the getaway in such circumstances and most riders would prefer to give this assistance. For the benefit of any disabled rider who cannot use the pedals this way, however, it can be said that the machine is designed to do *all* the work if called upon.

Both brakes are above criticism, either pulling the machine up quickly and smoothly or both together very quickly but still smoothly. The frame is rigid and hands off steering can be indulged in safely. Despite a rather limited travel the telescopic forks gave a comfortable ride and firm roadholding.

Welcome Arrival

We found the *Corvette* a pleasure to ride in heavy London traffic and that alone is high praise. Furthermore it was also the fastest vehicle on the roads under those conditions, being as easy to manoeuvre as a pedal cycle and a lot easier to get along. The only trouble experienced was the collapse of the stand which gave way at the welds, a fault not likely to be general.

A worth while feature is the excellent lighting provided by the large headlamp with its 15/15 watt bulb, plus the safety of a good tail light. It was remarked by one tester that this alone was worth the extra couple of pounds in price that the *Corvette* costs over its nearest foreign competitor.

Altogether a very welcome arrival on the British market and a machine that should become very popular.

SPECIFICATION

ENGINE: "Lavalette" two-stroke single, Bore 40 mm. x stroke 39.6 mm., capacity 49.6 c.c., c.r. 6 to 1. Roller big and small end bearings, ball mains. "Gurtner D.12" carburettor.

TRANSMISSION: Centrifugal automatic clutch, V-belt primary drive to countershaft pulley, final chain drive $\frac{1}{2}$ -inch x $\frac{3}{16}$ -inch. Separate pedal chain $\frac{1}{2}$ -inch x $\frac{1}{8}$ -inch with jockey tensioner.

FRAME: Tubular steel, welded, telescopic spring forks. Steel guards and side panels. 10-pint fuel tank with Reserve tap. 2-point handlebar fixing. "Wright's E.1" saddle, adjustable.

WHEELS: 23-inch x 2-inch, "Dunlop" tyres, $3\frac{1}{2}$ -inch hand-operated internal expanding brakes.

ELECTRICS: "Bosch" flywheel magneto with 18-watt lighting coil "Miller" lighting $4\frac{1}{4}$ -inch headlamp with 15/15 bulb and handlebar dipswitch, tail lamp 6v.-3w. Electric horn.

WEIGHT: 100 lbs.

WHEELBASE: 45-inches.

PRICE: £58.16.0 inc. P.T.

MAKERS: Hercules Cycle & Motor Co., Ltd., Britannia Works, Handsworth, Birmingham, 21.



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