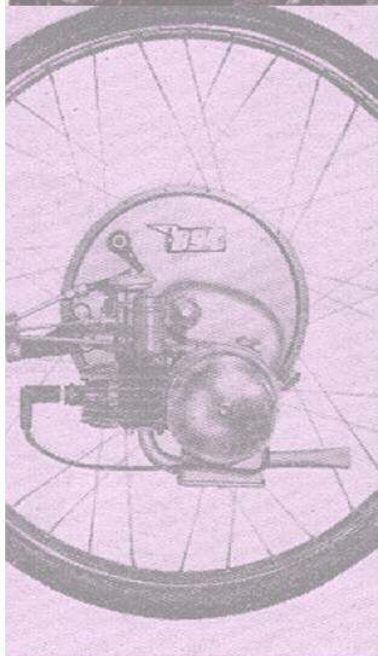


IceniCAM Information Service



GREY WOLF OUTPUT —500 A WEEK

PRICE of the Hercules Grey Wolf 49 c.c. Mo-ped, shown to members of the Press at the Waldorf Hotel, London, on November 8, has been announced as £49 16s. plus tax £11 19s.

Distribution will be through Hercules dealers and delivery is scheduled to commence next March. Production of the Grey Wolf will be at 500 per week to start with; it was considered that this figure would be quickly increased.

In a statement, Arthur Chamberlain, managing director of Hercules, points out:

"We have introduced the Grey Wolf Mo-ped because, as a member of the British cycle industry, I felt that if there is to be a field for this type of transport, it should not be left to Continental makers of mo-peds, or of mo-ped components, to capture the British market."

CYCLEMASTER ISSUE

CYCLEMASTER LTD., of Byfleet, announces that arrangements have been made for the underwriting and the issue privately of £200,000 6½ per cent Convertible Unsecured Loan Stock 1970 at par. The proceeds of this issue will be utilised mainly in connection with the production of a light-weight motor scooter which it is proposed to market early in 1956.

NEW WILLIAMS' CRANK

The Edward Williams' 6½ in. cranks mentioned in our first Show number are suitable for C1200 and C1232 sets only, as correctly announced in the issue dated October 15.

TRAVELLING ADVERTISEMENT, mounted on a lorry, which the Manufacturers' Union is sending on tours of London suburbs.



TODAY'S CYCLE SHOW Fruition of a year's work

TODAY, with the opening of the Earls Court Show, J. C. Whitlock, secretary of the Manufacturers' Union, sees his efforts as Show organiser over the past year begin to bear fruit. Speaking at the Pedal Club in London on Wednesday, November 9, Mr. Whitlock said that the cycle and motor cycle exhibition takes the best part of 12 months to organise.

Questioned on the possibility of the products of the twin industries being segregated, Mr. Whitlock remarked that the display of bicycles and motor cycles together formed a colourful spectacle.

NA DINNER TICKETS

POPULAR demand for tickets for the NA dinner at the Café Royal on November 16 has exceeded expectations. There are, however, a few tickets left; these may be obtained at £1 15s. each from the National Association of Cycle Traders, 24 Newman Street, London, W.1.

Among those who will be speaking are leading officials of the Manufacturers' Union, Evan Price (Dunlop) and Jim Boulstridge (Phillips' Cycles).

Windscreen for Ariels

Available as an optional extra on all Ariel models, except the 200 c.c. Colt, is a fork-fixing windscreen which has been specially designed to blend with the new headlamp cowl on these models. The screen is adjustable for height and angle and has a tinted visor. The retail price is £5 12s. 6d., and the screens are obtainable from either Ariel or Metal and Plastic Compacts, Ltd.

LATE SHOW INTRODUCTIONS

HERCULES GREY WOLF—AN EARLS COURT SENSATION

British cycle company's challenge to Continent

ONE of the best-kept secrets of the 1955 Show has been the intention of the Hercules company to present on its main stand, No. 100, a two-speed Mo-ped of 49 c.c. selling at £61 15s. (including £11 19s. tax), the first major British cycle company to introduce an all-British machine of this capacity. With its network of local agents and its wholesale distribution depots in several centres, the Hercules concern is well-fitted to enter the lists at this juncture, and to play a prominent part in the expansion of this important market.

The two-stroke Grey Wolf—as the Hercules newcomer is called—has a bore of 42 mm. and a stroke of 35.5 mm. These “square” dimensions are in conformity with modern motor engineering practice. The porting is generous and able to take in and disperse the inlet and exhaust gases smoothly and quickly, thereby ensuring flawless pulling-power at low and average speeds.

The cast-iron cylinder-head has adequate finning, held down to the aluminium crankcase by four long studs, which also carry the alloy head that is also well-finned to facilitate cooling. A 14 mm. sparking-plug is used, and the piston is in L.O.E aluminium-alloy and carries two narrow rings and a circlip-secured gudgeon pin. The connecting-rod is a high-tensile steel-stamping, hardened and ground in the big-end eye, and running on 2.5 mm. diameter rollers. The crankshaft runs on extra-large ball-bearings, and has oil-seals at each end.

The gearbox—a separate item—is bolted up to the engine to form one compact unit. It contains a multi-disc clutch and a two-speed gear operated by handlebar twist-grip and clutch-lever combined. A short enclosed shaft conveys the power from engine to clutch and gearbox and spiral gears transmit the drive to a short cross-shaft carrying the sprocket for the final drive by a $\frac{1}{2}$ in. by $\frac{1}{8}$ in. chain to the rear wheel. Thus there is only one chain in the power drive and the whole transmission is exceptionally neat and compact. Gear ratios: Top, 13.8 to one; bottom, 22.7 to one.

The frame is on modern lines, built up of two strong taper-drawn D section tubes, running from the steering head to the rear wheel axle. Seat tube is supported on symmetrical pressings mounted upon these main members.

Good ground clearance

Pedal bracket height is the normal 10 in. with $5\frac{1}{2}$ in. cranks, giving good ground clearance. The pedal cranks are straight and unusually narrow for this type of machine.

The frame is equally suitable for women or

HERCULES, U.K. AND J.A.P.

—Agreed statement

THE following agreed statement has been issued regarding the Hercules Grey Wolf Mo-ped by the Hercules Cycle and Motor Co. Ltd., and J. A. Prestwich Industries, Ltd., of London:

The Hercules Cycle and Motor Co. Ltd., has designed the 49 c.c. engine unit for this mo-ped in close collaboration with J. A. Prestwich Industries Ltd., of London, who are making the units to the order of The UK Gear Co. Ltd., of Birmingham. The latter firm is a member of the Tube Investments group of engineering companies.

The 49 c.c. engine is the result of many months of exhaustive experiment and test.

The answer is a combining of interests between one of the world's largest cycle manufacturers and the world-famous producer of motor cycle engines.

men, having an “open” section slightly lower than a normal women's bicycle.

The front forks are noteworthy and are based upon the most modern bottom leading-link type. The suspension units are of bonded-rubber completely enclosed, the two substantial bearings being shrouded within the rubber. The rubber-units have a natural self-damping effect, eliminating excessive movement.

A separate torque-link for the front brake is a refinement which avoids any disconcerting rise or fall of the front part of the machine when the brake is applied or released.

The tyres are the latest moped size, Dunlop,

HERCULES MO-PED: A neat 50 c.c. lightweight, with a large-capacity petrol tank.



23 in. by 2 in., giving a compact appearance and a low saddle-position when required. The rims and spokes used are chrome-plated Westwood and heavy-gauge rustless types.

Both brakes are of the internal-expanding type, of ample size. The rear brake is operated by back-peddalling, as in the normal coaster hub, but the mechanism actuates expanding shoes of $4\frac{1}{4}$ in. diameter.

Deep half-round section mudguards are employed, 3 in. wide, for good weather protection.

The handlebar is raised, giving a natural grip and adjustable for height, while there is an oversize mattress-top saddle adjustable for height and angle.

There is also a central spring-up stand, light and strong, and easy to operate, and a sturdy rear carrier.

The fuel tank, though of compact and pleasing appearance, is of unusually generous capacity. In addition to a useful reserve, a full gallon of petrol and its appropriate quantity of lubricating oil can be taken without over-spill. The tank capacity is actually $1\frac{1}{4}$ gallons.

The exhaust system has received particular attention and the silencer is large enough to ensure quiet running without back-pressure. Easy dismantling for internal cleaning is a special feature.

Notably, a special Amal type 360/4 carburettor, with easy starting device and twist-grip throttle control, is fitted.

A Miller flywheel magneto, with lighting coils, provides ignition and lighting, in conjunction with adequate head and tail lamps. The electric horn is energised from the flywheel magneto.

The speedometer—an optional extra at £2 8s. 4d.—is front-wheel driven by a very neat example of enclosed gearing. The dial-head is incorporated in the headlamp (dial illuminated at night).

A sturdy metal toolcase capable of carrying more than average-sized tools is fitted between seat-tube and mudguard. Tools, tyre-pump, licence-holder and number-plates are provided.

Other details :

Wheelbase	45 in.
Lowest saddle height	31 in.
Ground clearance under engine	$5\frac{1}{2}$ in.
Pedal-bracket height	10 in.
Width inside pedal cranks	6 in.
Weight of machine (unladen)	80 lb.
Average fuel consumption	140-180

m.p.g. according to speed and terrain

Tax per annum	17s. 6d.
Normal max. speed	33-35 m.p.h.

Cycle programme

The Hercules 1956 cycle programme can safely be described as a "good news" programme for the dealer. The $33\frac{1}{4}$ per cent discount to the dealer is maintained.

Outstanding in the programme are the following machines, based on the Hercules company's experience during 1955 and on what dealers have requested for 1956 :

(a) **Aston Tourist.** Dealers report a greatly increasing demand for light-tourist machines, the present fashion being for an "all-in" model, with the cost of the three-speed and the colour finish included.

(b) **New Yorker.** In accordance with public demand, his will now be offered with or without Dynohub.

(c) **Sports Model Programme.** Here the company brings to bear, on an entirely new and stream-lined Sports Model programme, not only its own unique experience of road racing, but also dealers' requests for a certain range of models.

Briefly, the Harlequin is retained with refinements, while the previous Kestrel Senior Club and Aston Club models have been "telescoped" into one model to be known as the Kestrel Senior Club.

Two new sports models make their appearance for the first time at Earls Court.

1. A Kestrel Senior Club woman's model.

2. A Tour De France Equipe model, which is a "replica" model of the actual machines so successfully ridden by Hercules riders in the 1955 Tour De France.