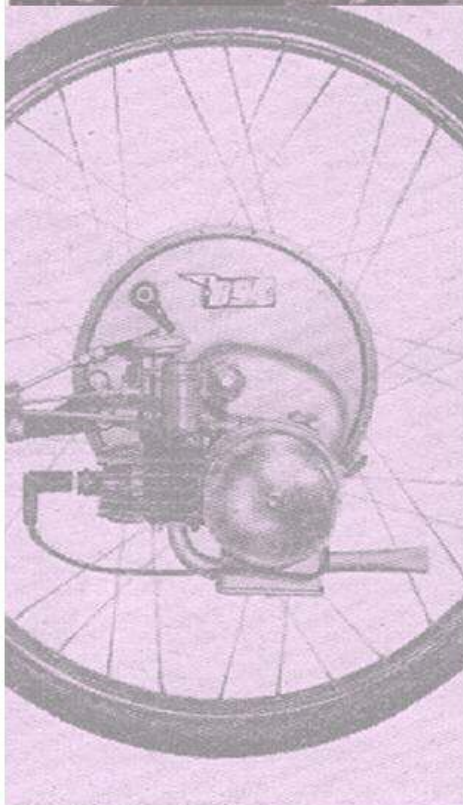
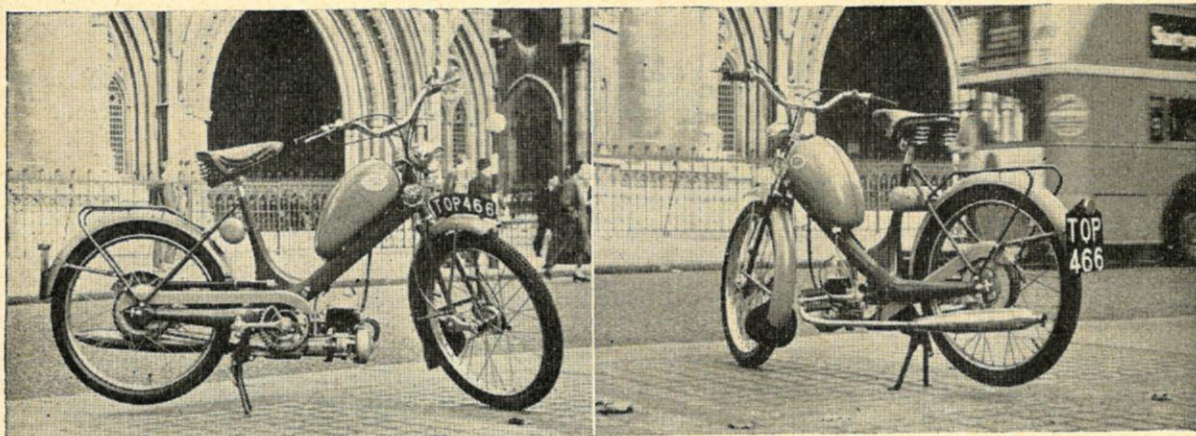


IceniCAM Information Service





The Her-Cu-Motor has clean slim lines

ROAD TEST REPORT

The HER-CU-MOTOR

A J.A.P. engined, *HERCULES* built, British mo-ped

THERE have been several all-British 98 c.c. autocycles but the *Her-cu-motor* is the first mo-ped of the 50 c.c. class to be both British built and British engined. Under its old name of "Grey Wolf" the *Her-cu-motor* (or HCM) made its first public appearance at the 1955 Show and it has been reaching retailers in quantity during the last few months.

The feature that immediately differentiates the HCM from its Continental contemporaries is that the engine is mounted with the crankshaft running fore and aft—an arrangement which allows a shaft primary drive. The 49 c.c. engine is made by JAP (J.A. Prestwich Industries, Ltd.) and has bore of 42 mm. and stroke of 35.5 mm. Two-speed gearbox is by *Burman & Sons, Ltd.* Carburettor is an *Amal* 360/4. *Miller* magneto is mounted at forward end of crankshaft.

Frame is open with main member running from steering head to rear axle and carrying a petrol tank with well over a gallon capacity.

There is leading link front suspension with rubber constituting

the resilient member. *Perry* rear hub incorporates back-pedal brake *Dunlop* 23 x 2.00 tyres are fitted as standard.

Many pedal cycle features have been retained in the design of the HCM and these allow the rider to enjoy the same feeling of easy control that characterises the un-powered bicycle. They also allow the handlebars and the comfortable saddle to be adjusted for height. Another bicycle feature is the independent chain from the crank wheel which allows the HCM to be pedalled without any friction from clutch or gearbox. This proved particularly welcome in traffic.

The HCM may be started on its stand after selecting second gear or alternatively by pedalling away and engaging the clutch with second selected. Starting was reliable although when cold the HCM likes plenty of "tickler".

One would expect the shaft primary drive to achieve particularly smooth running and this it certainly does at speeds over 15 m.p.h. when the HCM has as little or less vibration than any mo-ped on the roads. One has no hesitation in

driving flat out for long periods and indeed, during the test, with under 500 miles on the clock, a certain effort of will was required not to do this. Under 15 m.p.h. however, engine vibration could be felt.

Indeed the HCM is not at its best at low revs. Pull away in traffic is adequate rather than spectacular and one does not have the accustomed satisfaction of leaving four-wheelers at a standstill. Similarly the HCM likes to take its hills at a fair pace. Its climbing capacity shows its English origin. The HCM will probably take any hill in England without pedal assistance but it would make heavy weather of the Alps for which it has not been designed. This is a point to bear in mind when comparing it with Continental machines which have been designed for mountains.

Part of the test was in rain on a blustery night on the South Coast. The *Miller* lights proved entirely adequate and the engine neither coughed nor complained in the wet. Brakes are excellent wet or dry. Particularly attractive is the

torque anchorage for the front hub brake. The brake side plate, *via* an arm and moving link, is anchored quite high up the fork. This arrangement prevents any tendency for the fork to ride up over the front wheel when the brake is applied.

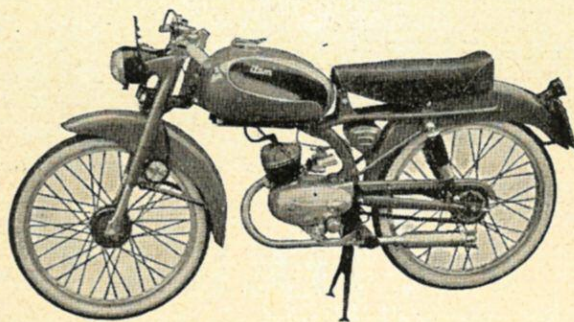
The HCM has been built to a price and it is no coincidence that it is slightly cheaper than a certain Continental mo-ped that is also painted grey. Economy no doubt accounts for certain refinements that have been omitted. There is no decompressor or cut-out switch. To stop the engine one engages the clutch at minimum revs—a practice which is inelegant but not mechanically harmful. The light switch is on the headlamp rather than in the more convenient position on the handlebars and there is no dip. Welcome would be handlebar adjustment points for clutch and gear shift that can be turned with the *fingers*. But these are matters which can justly be called trifles. More important is the non-positive gear shift. The clutch lever will lock the twist gear shift in each of its three positions but there is no reassuring click as one changes gear. A modification to achieve this would certainly be popular with all HCM riders. Also *please* a plug spanner in the tool kit.

Messrs Hercules have achieved what they set out to do and have produced a modestly priced all British mo-ped with a performance fully competitive with Continental machines of similar specification. We do not doubt that many thousands will soon be enjoying its smooth running along the rolling English road.

Specification : HCM *Her-cu-motor*, 49 c.c. *JAP* 2-stroke engine. *Burman* 2-speed gearbox. Transmission by shaft primary and independent chains. *Miller* magneto and lights. *Amal* carburettor. Wheels 23 x 2.00. Leading link suspension. *Perry* back pedal rear brake. Price £61. 15s. 0d. inc. P.T.

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