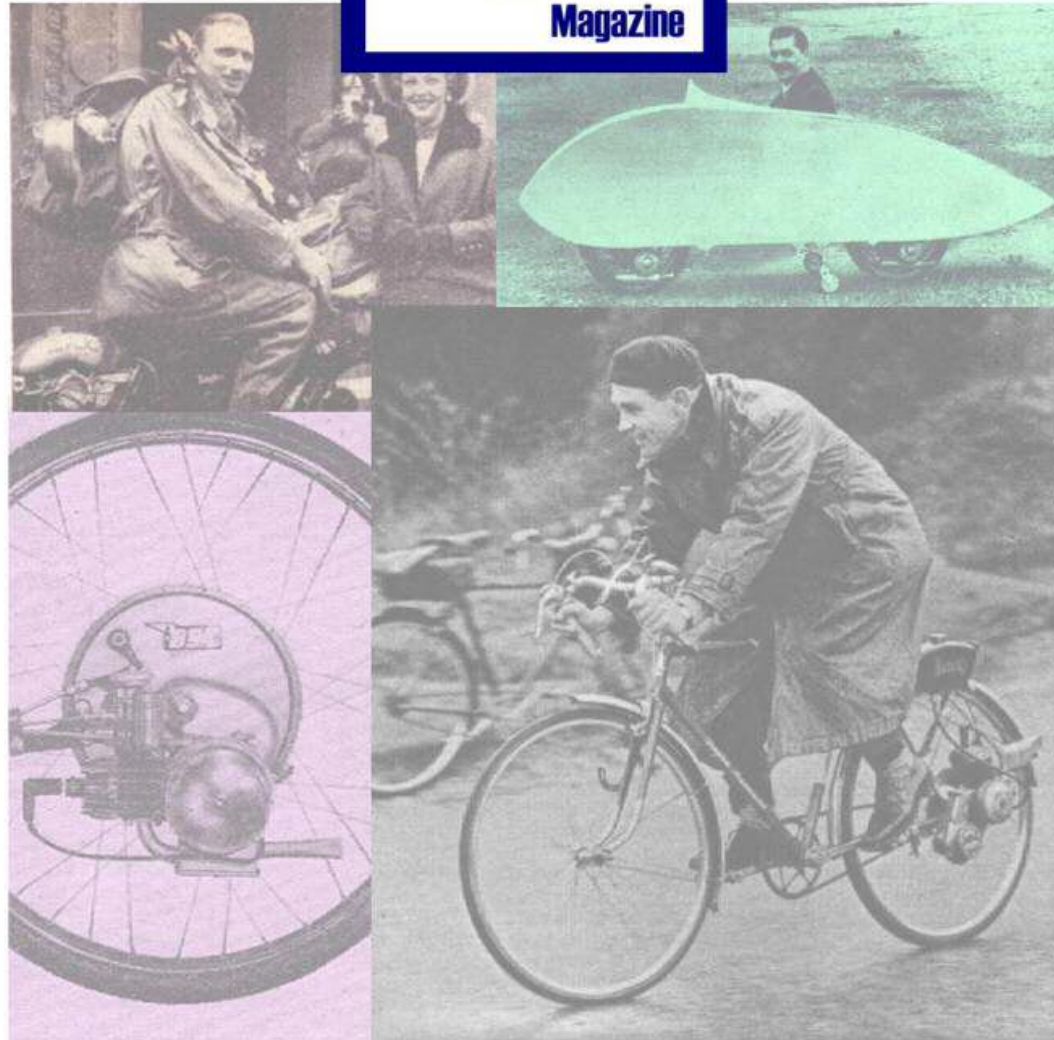


IceniCAM Information Service



The **NEW**



"H.C.M."

"I HOPE it will not be long before some of our own factories announce new introductions. In case anybody has forgotten about it, there are still many customers eager to buy British." "MOTOR CYCLE & CYCLE TRADER" 15.10.55

Hercules

ACCEPT THE CHALLENGE

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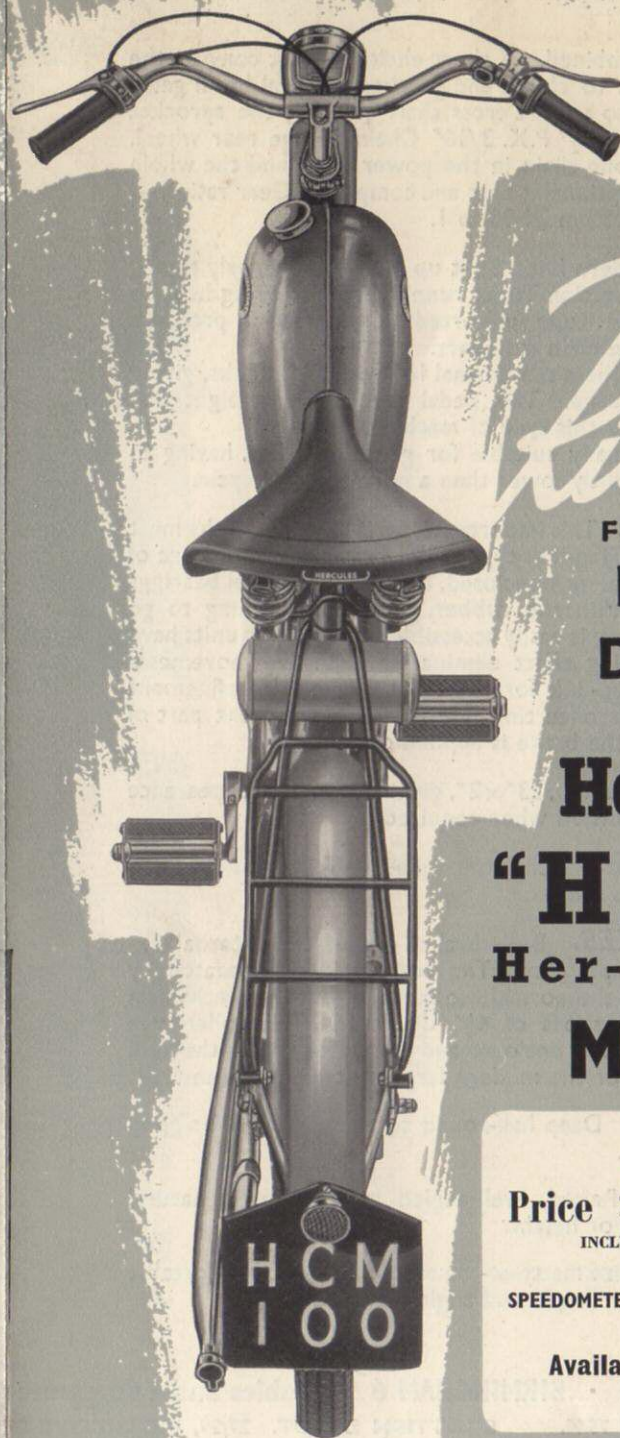
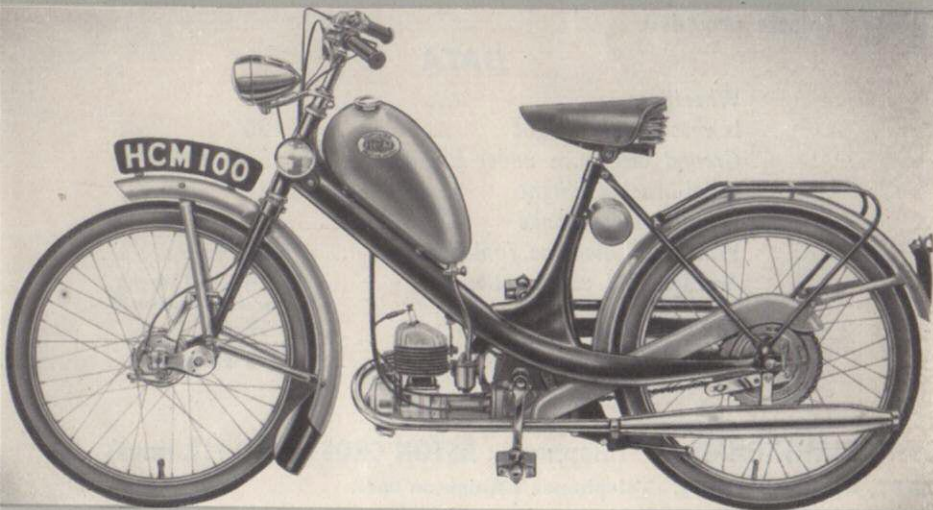
ALL-BRITISH MO-PED

(2 SPEED)

ON MODERN UP-TO-THE-MINUTE LINES!

- ★ The "H.C.M." is distinctive and eminently functional.
- ★ Clutch and 2-speed Gear runs at engine speeds, as in car practice, and in consequence is smaller and lighter than the usual half-speed motor cycle gearbox.
- ★ Location of power Unit below the road-wheel centres, and between the pedal cranks, ensures exceptionally good riding stability, yet with ample ground clearance.

All specifications and prices are subject to alteration without notice.



Ride out

FROM YOUR
**LOCAL
DEALER**

ON A

Hercules "H.C.M." Her-cu-motor MO-PED

Price **£61 15s.**
INCLUDING PURCHASE TAX

SPEEDOMETER EXTRA £2 8s. 4d. inc. P.T.

Available on Easy Terms



Here it is!

The Eagerly-awaited

Hercules "H.C.M." Her-cu-motor MO-PED



ENGINE. 49 c.c. Two-stroke Engine, bore 42 m.m., stroke 35.5 m.m. An "over-square" engine on the most modern lines with ample port areas laid out particularly for good pulling power at average speeds.

The cylinder is of cast iron with adequate finning, held down to the aluminium crankcase by four long studs. These also secure the aluminium alloy Head, which is generously finned and carries the 14 m.m. Sparking Plug at the most effective position in the machined spherical combustion chamber.

The Piston is in LO.EX aluminium and carries two narrow rings and the circlip-secured gudgeon pin.

The connecting rod is a high-tensile steel stamping hardened and ground in the big-end eye, and running on $\frac{1}{8}$ in. diameter rollers on the sturdy crank-pin.

The crankshaft runs on extra large ball bearings. Oil seals are provided at each end of the crankshaft.

GEARBOX. The Gearbox, — a separate item — is bolted up to the engine to form one compact Unit. It contains a multi-disc clutch and 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. Spiral bevel gears transmit the drive to a short cross shaft carrying the sprocket for the final drive by $\frac{1}{2}$ " P.X. $\frac{3}{16}$ " 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 15.07 to 1. Bottom 24.86 to 1.

FRAME. On modern lines, built up of two immensely strong taper-drawn "D" Section Tubes running from steering head to rear wheel axle. Seat tube supported on symmetrical pressings mounted upon these main members.

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

This frame is equally suitable for gents or ladies, having an "open" section slightly lower than a normal lady's cycle.

FRONT FORKS. This important item is 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. There is nothing to go wrong, yet everything is easily accessible. 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.

TYRES. Latest Dunlop, 23" x 2", giving a compact appearance and a low saddle position when required.

RIMS & SPOKES. Chromium plated Westwood rims and heavy gauge rustless spokes.

HUBS & BRAKES. 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 $4\frac{1}{4}$ " diameter. The roller-type free-wheel is completely enclosed and lubricated within the hub.

The rear hub is of the modern large-centre easy-clean type.

MUDGUARDS. Deep half-round section, 3" wide for good weather protection.

HANDLEBAR. Raised, well-angled type giving a natural grip and adjustable for height.

SADDLE. Oversize mattress-top saddle for easy, comfortable riding, adjustable for height and angle.

STAND. Central spring-up Stand — light, strong and easy to operate.

CARRIER. A sturdy rear Carrier is provided for parcel and luggage transport.

FUEL TANK. The fuel Tank, 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. This will be appreciated by those who have been limited to half-gallon supplies. Tank capacity $1\frac{1}{4}$ gallons.

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

CARBURETTOR. A special Amal type 360/4 Carburettor, with easy starting device and Twist-grip throttle control is fitted.

IGNITION & LIGHTING. A Miller Flywheel Magneto, with Lighting Coils, provides ignition and lighting in conjunction with adequate Head and Tail Lamps, and a 14 m/m Sparking Plug.

The Electric Horn is energised from the flywheel magneto.

SPEEDOMETER. The Speedometer — an optional extra — is front-wheel driven by very neat enclosed gearing. The dial head is incorporated in the Headlamp, (dial illuminated at night), eliminating all untidy external fittings.

TOOLBOX. 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 provided.

DATA

Wheelbase	...	...	45"
Lowest Saddle height	...	...	30"
Ground clearance under Engine	...	...	$5\frac{1}{2}$ "
Pedal-bracket height	...	...	10"
Width inside cranks	...	...	6"
Weight of Machine (unladen)	...	...	88 lbs.
Average fuel consumption	...	...	140-180 m.p.g.
			<small>according to speed and terrain</small>
Tax per annum	17/6d.
Normal Max. Speed	33-35 m.p.h.

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