

## THE MERCURY HERMES SCOOTER ON THE ROAD

**M**OTOR cycle design tendencies of today favour more generous enclosure, largely because many newcomers to powered travel on two wheels are women and men utility riders. That was one reason why the Mercury Hermes runabout attracted so many visitors to the stand of Mercury Industries at the 1955 Earls Court Show.

Recently, the *Trader* had an opportunity of examining a 1956 Mercury Hermes and of using it extensively in a hilly and busy corner of Hertfordshire.

The 50 c.c. Hermes, it will be remembered, dispenses with pedals, and is actually a scooter, with a wide front-panel which curves at its foot to form a substantial foot-platform. The engine is placed beneath the saddle and is completely enclosed in stout panels. The primary colour in the durable two-tone finish is maroon, but the mudguards and parts of the engine panels are in grey.

The power unit is a 49 c.c. JLO engine, which has the very satisfactory power output of two b.h.p. at 5,000 r.p.m., flywheel-ignition is used, and the 6v lighting system incorporates an ignition switch on the hand-lamp, a tail-light which has an integral reflector, and an electric horn.

The tyres are Dunlop 20in. by 2½in. Balloon, while the brakes are 4in. in diameter and full-width.

Control is through a twistgrip throttle and a twistgrip gear-change, which is combined with a clutch lever. The rear brake is operated by the right foot, and there is also a foot-operated central stand.

The hand-starter is situated at the near-side, and pulls a thick cable which turns a quick-thread dog-clutch on the main shaft; as the engine starts, the cable returns to its housing.

On the Hermes model used by the *Trader*, starting was generally easy and was facilitated on a cold morning by a convenient carburettor floodor.

With two up, the first gear took about 25 stones (together with the over 100 lb. of the Hermes) up by-road hills as steep as one-in-eight. After initial warming up (so necessary with all two-strokes before full efficiency is gained), solo top-gear going of 30 m.p.h. could be gained and held for long distances. Petrol consumption on journeys of 30 or 40 continuous miles approached the 200 m.p.g. mark.

Above all, however, the low weight and relatively short wheelbase of the Hermes makes it an ideal business mount. The *Trader* found that model could be stowed away in a very small space, while the machine's compactness also enabled it to be manoeuvred comfortably.

Recently, increased volume of business caused Mercury to open a new factory at Pool Lane, Wolverhampton, which is now handling spares and service. Complete sets of spares are in stock for the trade—sufficient to meet any demands, says the sales manager, L. H. Farmiloe.

The present price of the Hermes is £89 5s. (including £16 15s. tax) and interested dealers should write to Mercury Industries Ltd., Dock Lane, Dudley, Worcestershire, (Telephone 4531-2).

**THE MERCURY HERMES—Built by Mercury Industries Ltd., and a low-priced scooter of 50 c.c.**

