

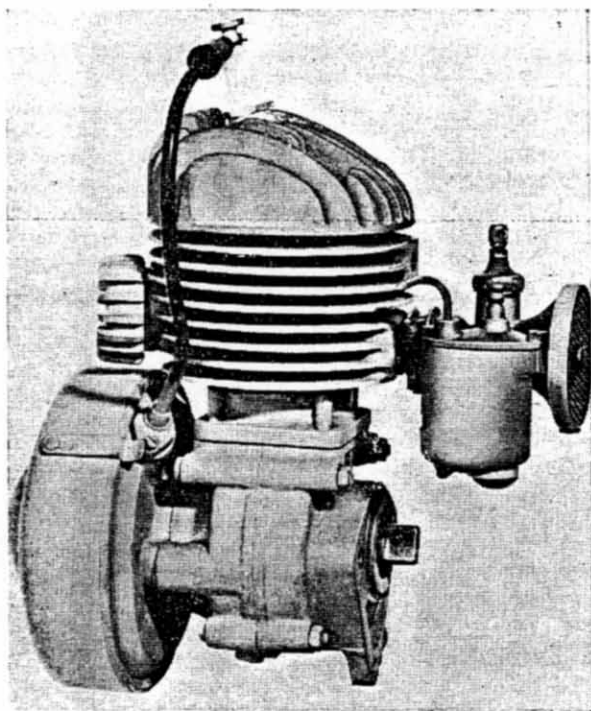
Heart of a Wolf

THE appearance at Earl's Court of the new Hercules *Grey Wolf*, designed and priced as a real challenge to the invading armies of continental machines; was more than a mere announcement of a new model; it was an event in history.

Hercules are world renowned as producers of pedal cycles, with perhaps an accent on cycles for use, and we have always maintained that it is from the cycle industry that the development from treadmill to motor propulsion should come. The need, however, was for a good British proprietary engine and this has now been met by no less a firm than J. A. Prestwich.

The J.A.P. engine is a 49 c.c. unit, "over-square" with a bore of 42 mm. to a stroke of 35.5 mm. and the design is specifically meant to produce the good low speed pulling power that is the real need of the motorised cyclist. The cylinder is iron with alloy head and piston, steel connecting rod and roller bearing big end. The ball bearing crankshaft is oil sealed at both ends.

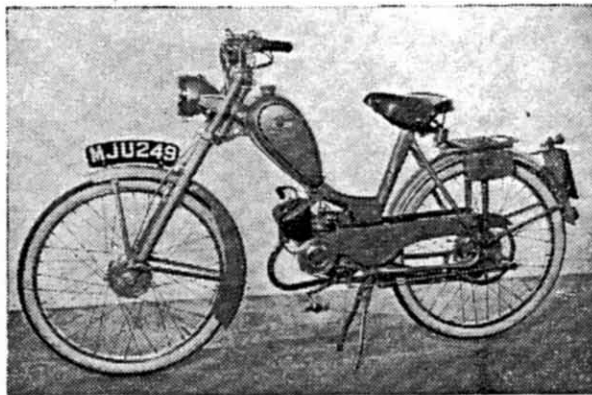
Britain's first proprietary engine in the 50 c.c. class. As the picture shews, the layout for the "Grey Wolf" allows for transverse mounting and the power take-off is made to mate up on the primary shaft drive. It is clear, however, that the design is adaptable to in-line mounting and sprocket drive for other machines if required.



ROAD TEST REPORT

The ROYAL NORD

A lusty modern mo-ped from Belgium



NO Belgian machine has been seen on the British market for over thirty years, when the ahead-of-their time, four cylinder, shaft drive F.N. motor cycles attracted many enthusiasts here. There is a rather special interest, therefore, in the arrival of the

Royal Nord from that country, a modern mo-ped with a lively performance.

The machine has handsome lines around an open mono-tube frame with large capacity tank behind the steering head. The front forks are telescopic and the rear end is a continuous tube structure from saddle to rear hub and then forward to the engine bearers, with a strong and shapely carrier welded on to make a clean and rigid unit.

Of 49 c.c., the engine is claimed to produce 2.1 b.h.p. at 5000 r.p.m. The carburettor is a *Bing* with a self-cannetting starting device and the flywheel magneto incorporates 15-watt lighting coils. Transmission is through a twist-grip controlled 2-speed gearbox with a 2-plate clutch running in oil and single chain final drive. The pedals are operated by engaging either gear and holding the clutch lever "out" by means of the catch fitted.

Both brakes are of the full width hub type, the rear back pedal operated, an unusual detail being the provision of a cable and trigger operated release catch to enable the pedals to be kicked around to any desired position for starting.

Very full equipment includes an electric horn with its push button incorporated in the handlebar

lighting switch and ignition cut-out. The grey and chrome finish is of high quality and suited to the styling of the machine.

Performance

Quite exceptionally certain starting, hot or cold, was the first pleasing factor in the road test. The plunger on top of the carburettor is depressed before a cold start and comes up as soon as the throttle is opened. A single forward push of either pedal with the machine at a standstill in neutral gear would start the machine every time, even after standing for a couple of weeks. Hot, the same certain start was always available but without the use of the plunger, and the trigger control on the right bar, which released the rear brake gear from the pedals so that a pedal could be pulled up with the toe to a good thrusting position, took away all embarrassments from an accidental stall in traffic.

The very high power output claimed seemed to be amply proven in running. The machine pulled away from standstill without any special care in clutch handling and a change up could be made anywhere from 6 to 16 m.p.h. If the change was made at the higher speed, top

gear took over with a real surge of power and most four-wheeled vehicles could be left well behind on the getaway from traffic stops.

Maximum speed is high, a mean of 36 m.p.h. being attained, and there seemed to be no limit to the amount of full throttle work the engine would take. Most main road hills could be taken with ease in top gear at 20/25 m.p.h., but if 1 in 12 or worse brought the speed down it was worth while using first gear and either ambling up gently at 8 m.p.h. or so or revving hard for another change up. The twist-grip gear change, incidentally was one of the smoothest and easiest of its type we have yet encountered and the 2-plate, oil-running clutch had no objections to being used hard.

Steering, roadholding and comfort rate high and it paid to get the tyre pressures right to make the best of these qualities. We used 15 lbs. front and 18 lbs. rear with 13-stone rider. The outstanding point in handling was the remarkable efficiency of the full width hub brakes. They were real stoppers and even took some getting used to after some of the ordinary braking power of most recently tested machines. Either could lock its wheel if required but both were smooth and crash stops were made

in safety that beat several car drivers during the test.

Conclusions

Belgium, like Britain, has colonies and it may be that the designers of the *Royal Nord* had the roads and riders of the Congo in mind when they created this machine. Certainly it is heavily built and should stand anything short of sabotage.

The only criticisms are on noise, mechanical more than exhaust, and a certain roughness in engine vibration under load. These two combined to keep the comfortable cruising speed well below the machine's capabilities.

It is a "man's bike" and as well as its weight there is the fair amount of effort required to swing over the engine by the pedals and a slight heaviness in the hand controls also. This toughness, of course, goes well with the high performance and go-anywhere characteristics of the machine and will even add to its attractions for the type of driver most likely to make full use of them. The machine is handy in traffic but equally capable of taking full loads over long distances. It should have a good market in this country.

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