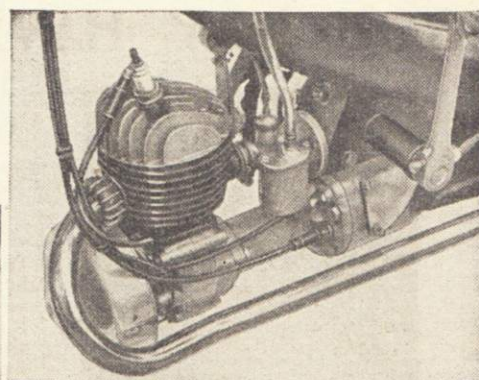


The HERCULES Her-cu-motor Mk. 2

30 miles an hour and 120 miles to the gallon



The country housewife finds the Her-cu-motor a valuable time-saver when shopping (left). Sturdy and businesslike is the J.A.P. engine-gearbox unit (above).

accelerating, it slides neatly up to that speed in first gear, and a flick of the wrist suffices to engage top. Unlike some foreign units, which prefer high revs., the J.A.P. does not demand high engine speeds.

Gearbox and clutch were faultless in operation during the test, but some consternation resulted from the discovery that gearbox oil was being pumped up the clutch cable and out of the twist grip. Investigation proved that this resulted from inadvertent over-filling of the gearbox. The surplus was drained off through the level plug, and the trouble disappeared. Strict accordance with the maker's instructions on oil levels is, therefore, of evident importance.

Finally, the brakes. These are adequate for their task, the rear anchor—operated by reverse action of the pedals—being particularly effective, though with some tendency to lock. That at the front proved to be less powerful, but completely reliable.

No doubt about it—the Her-cu-motor is a designed-for-the-job answer to the transport problems of anybody seeking a home-produced blend of speed, economy and reliability.

CENTAUR.

HAD the Labours of Hercules included transporting a rider quickly, cheaply, comfortably and with the maximum reliability it is doubtful whether even that mythological heavyweight could have done better than his 1957 namesake—the Hercules Her-cu-motor, Mk. 2. It is a fascinating machine, with a charm of its own which is difficult to pin down. It is not the fastest of mopeds—though a level-road speed of 30 m.p.h. is not by any means unambitious. It is not the most economical, though an overall fuel consumption of 120 m.p.g. under conditions of hard driving should please even the purse-proud. In some respects this all-British moped lacks the “line” of certain Continental models, but it contributes confidence in its far more valuable Midland sturdiness. Probably, its attraction derives from the wonderful balance struck by its designers . . . the incorporation of an acceptable amount of every desirable characteristic coupled with a complete lack of any kind of vice. You could trust *anybody* with one of these Hercules jobs and know that they'd be safe.

A32

From the first, I was impressed by the handling of the Her-cu-motor. Its steering is really first-rate and the front suspension—adequate, without being spongy—must take a good share of the credit for this, the rest going to the wonderfully rigid duplex D-tube frame; surely one of the most fertile inspirations in this field of design. A nice correlation between handlebars, saddle and pedals looks after the comfort angle (softer saddle suspension would enhance the general specification, though) and propulsion is well catered for by the rugged J.A.P. engine/two-speed-gearbox unit. This bearer of a name famous in the motorcycle sphere for over 50 years is a beautiful piece of work. Its smoothness at the usual operating speeds has to be experienced to be believed. Only at the lower end is there a sign of vibration—and that is a not unpleasant low-frequency judder; a very different kettle of fish from foot-tlingling high-frequency vibration, from which this unit is completely free. On hills, it pulls like an ox, with the needle hovering around the 15 m.p.h. mark. When

The HERCULES at a GLANCE

Maximum Speed: 30 m.p.h. in 40 sec. from rest.
Economy: 130 m.p.g. at 20 m.p.h.
105 m.p.g. at 30 m.p.h.

Braking: From 20 m.p.h. From 30 m.p.h.
Both brakes, 20 feet. 40 feet.
Front only, 27 feet. 60 feet.
Rear only, 24 feet. 54 feet.

Load carried during test: 200 lb.

Engine: J.A.P. two-stroke; 42mm. bore x 35.5 mm. stroke = 49 c.c.; c.r. 6.5 to 1; 1.25 b.h.p. at 4,500 r.p.m.

Gearbox: Bolted-up to engine; two speeds, with twist-grip change; shaft primary drive; final drive by spiral bevel gears and chain.

Frame: Beam type, formed from two taper-drawn D-section tubes, welded up, with swinging-link front forks sprung by torsion rubber units.

Tank: 11½-gal. capacity.

Lights: Miller head lamp and tail lamp; direct current from Miller flywheel magneto-generator.

Wheels and Brakes: Both brakes internal-expanding; front 3½-in. diameter; rear 4¼-in.; chromium-plated rims and rust-proof spokes; Dunlop 2.00-in. x 23-in. tyres.

Equipment: Electric horn; pump; tool kit; centre stand; tool box; luggage carrier. Built-in speedometer available at extra cost.

Finish: Carmine red, with white lining; chromium-plated details.

Weight: 88 lb.

Makers: The Hercules Cycle and Motor Co., Ltd., Rocky Lane, Aston, Birmingham.

Price: £67 4s., inc. P.T. Speedometer £2 8s. 4d., inc. P.T.

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