



IMPROVED RALEIGH CLUBMAN

Alloy rims and fittings on new range
of sports machines

*Lenton Clubman
with Sturmey-
Archer three-
speed gear*

At the exhibition held in London by Raleigh Industries Ltd., Nottingham, at the end of November, one of the models on view that attracted special attention was the new Lenton Clubman, together with its associated cycles in the Rudge and Humber ranges, the Aero Clubman and the Beeston Clubman. These three replaced former sports models and were described briefly in our December issue, but since then certain important improvements have been introduced into the specifications which should make them even more popular.

These include the fitting of light alloy wheels, handlebars, mudguards, and seat pillars, which will not only considerably reduce the weight but will bring the models within the range of the discriminating club rider who is prepared to pay a reasonable but not excessive price.

Specifications of the three Clubman cycles are generous. The 22 in frames are made of Reynolds 531 tubing with head and seat angles of 71 deg. Mudguard and pump fittings are brazed on and the mudguards are of light alloy with mudflap and spearpoint extension. The 26 in Dunlop light alloy road-racing rims are fitted with stainless steel spokes and Dunlop high pressure tyres. Gears are 66.4in for the free wheel and 74.7in for the fixed wheel, while the three-pin detachable chain wheel is of the 46-tooth flanged racing type.

Fluted 6½in cranks carry racing type pedals and the handlebar is a Sylvere Maes ½in diameter light alloy bend. It

is mounted on an adjustable stem with a 2in forward extension fixed by head clip, and has special rubber grips.

Front and rear caliper brakes are fitted and the saddle is a Brooks B.17.N model, which has a two-wire frame and a solid butt hide top with chamfered flaps.

These Clubman models are complete with a high-quality kitbag, tools, inflator, reflector, and lamp brackets on head and left-hand fork blade.

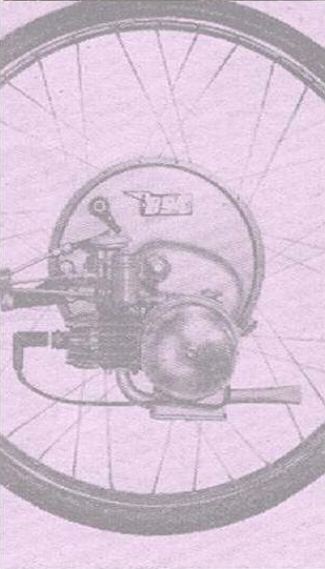
Finish is in polychromatic green, for the Raleigh, lustre orange for the Rudge, and metallic blue for the Humber, these being applied over bonderized rust-proof surfaces. All have attractive transfers and the normal parts are chromium plated. With kitbag complete, each model weighs 28½ lb in its single gear form, or 29¾ lb when fitted with a Sturmey-Archer AM gear.

Reverting to Raleigh's London exhibition, it is understood that overseas orders for Raleigh Industries products placed during the display were valued at over £3 million and this was regarded as highly satisfactory. It will be recalled that many of the cycles on view were specially designed for export markets and buyers from over 40 foreign countries were represented at the show.

Many of the orders come from hard currency countries and British cycles are proving particularly popular in the United States and Canada, many having been bought by Americans and Canadians who saw them in this country during the war when on active service.

In view of this latter interest Raleigh Industries Ltd. are establishing an American company at Boston, Massachusetts, to develop sales and service for the American continent.

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