

**RALEIGH**

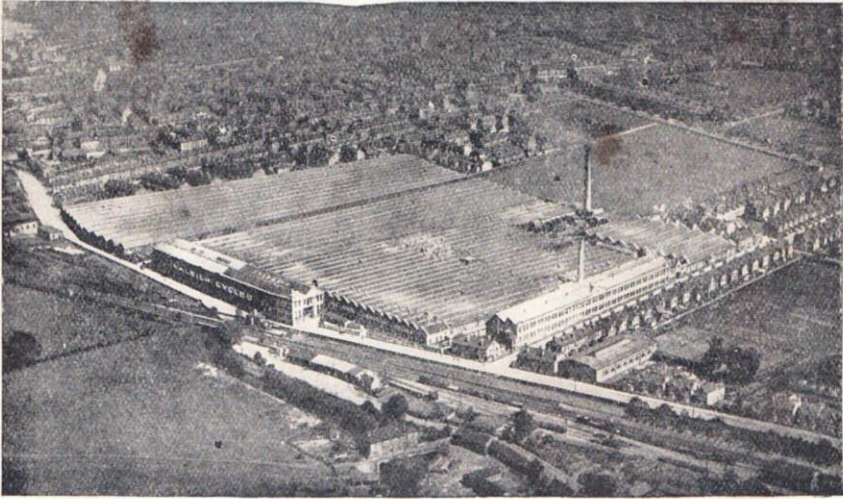
**THE ALL-STEEL BICYCLE**

**1929**

CS 16/0

THE ALL-STEEL BICYCLE

1950



A picture taken from the air of the great Raleigh works at Nottingham. Covering sixteen acres of floor space with accommodation for 5,000 workers, these are by far the largest high-grade cycle works in the world.

## THE RALEIGH CYCLE CO. LD. LENTON, NOTTINGHAM

Telegrams : " Raleigh, Phone, Nottingham."

Telephone : 75154 Nottingham

Codes used : A.B.C. 5th and 6th Editions, Liebers, Bentley's and Western Union.

**T**HERE are over 3,500 Raleigh cycle agents—practically one in every town and village in Great Britain and Ireland—who are ready to supply every want of a Raleigh rider and give information on every point regarding a Raleigh. They carry stocks of Raleighs for immediate delivery and any unusual requirements can be supplied immediately from the distributing depôts, list of which is given below. An enquiry to the nearest depôt will give immediate information of the address of the nearest agent and these depôts are at the service of Raleigh riders for life in any emergency and for every need.

### DEPÔTS :

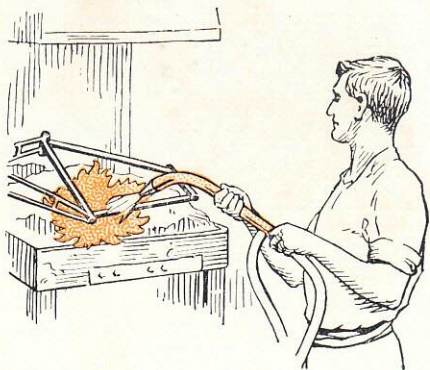
**LONDON : 41 HOLBORN VIADUCT, E.C.1**  
Telegrams : "Morally, London."      Telephones : 0454 and 0455 Holborn

ABERDEEN	345 Union Street	Central 1123
BELFAST	104 Ann Street	93
BIRMINGHAM	Paradise Street	Midland 858
BRISTOL	44 Queen's Road, Clifton	3395
BRISTOL (Branch)	26 Old Market Street	5019
CORK	44 & 45 MacCurtain Street	Cork 1419
DERBY	St. Peter's Street	792
DUBLIN	5 Leinster Street (off Nassau St )	61282
EDINBURGH	75 Shandwick Place	24844
HANLEY	53 Piccadilly	888
HUDDERSFIELD	6 Trinity Street	739
LEEDS	58 Vicar Lane	27755
LEICESTER	De Montfort House, London Rd.	Central 1296
LIVERPOOL	45-49 Berry Street	Royal 2444
MANCHESTER	178-180 Deansgate	Central 2360
NEWCASTLE-ON-TYNE	38 St. Mary's Place	Central 4489
NORWICH	22 Prince of Wales Road	494
NOTTINGHAM	King Street	43476
OXFORD	106 St. Aldate's	2657
PLYMOUTH	171 Union Street	1602
SHEFFIELD	21 The Moor	23862
SOUTHSEA	62 Osborne Road	Portsmouth 4662
SWINDON	The Spot, 60 Regent Street	119

# ABOUT THE 1929 RALEIGH

**T**HE first essential of a good bicycle is service. A machine may look well, may even run easily when new, but to render **SERVICE** in its true sense its actual performance must continue year after year, and it should still look as it did when new.

That is exactly what a Raleigh will do ; just a drop of oil, a rub down occasionally, and twenty to thirty years' service is not too much to expect from it.



Nearly every improvement in cycle construction since the days of the old solid tyre has *first* been seen on the Raleigh, and now in the 1929 models the greatest improvement of recent years is being incorporated, an improvement that increases strength and means increased safety. This is the new Raleigh method of brazing of the frame and forks.

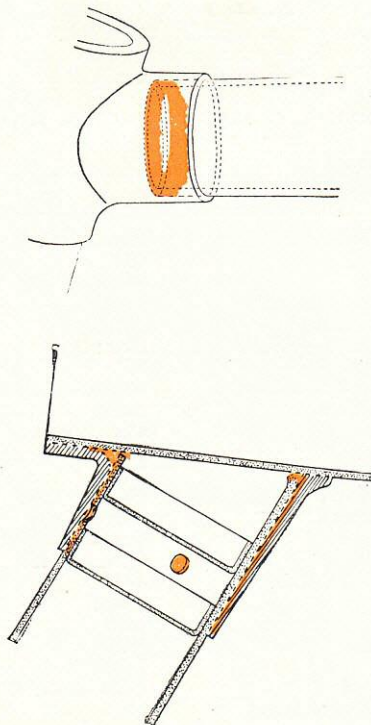
From the earliest days the method of brazing together the tubes of a bicycle has been to place them in "lugs" which hold the ends of the tubes, these lugs being then brazed. That is to say, a workman would hold the lug and tubes in a furnace, and with a blowpipe blow molten brass into the space between the lug and the tube, hoping that sufficient would go in to make a joint when the brass cooled down.

By this antiquated method, through insufficient brass, a weak joint may be formed. This, concealed by the enamel, is not revealed till some day when the frame breaks on the road, with perhaps serious consequence to the rider.

This is the practice generally employed and in use on all ordinary bicycles, and while moderately successful it does leave something to chance—and that "something" is the rider's safety.

This unsatisfactory method of manufacture is now a thing of the past.

The new Raleigh method consists of the insertion of two small caps inside the tube before it has been fitted into



the lug. Between these caps is a flux (borax and lard oil) and a special charge (copper and zinc). When the heat is applied the flux melts, a pressure is set up between the caps, thus driving the flux through small holes in the tube and preparing the joint for the charge. The charge then fuses, the increased pressure forces the molten metal all round the joint, thus forming a perfect braze. Very little heat reaches the adjoining tubes, which therefore stand no risk of being weakened as in ordinary bicycle brazing.

The result is shown by tests carried out on frames of ordinary bicycles and those made by the new patent process.

The following were two of the tensile tests :—

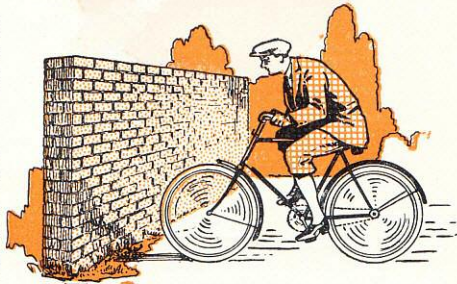
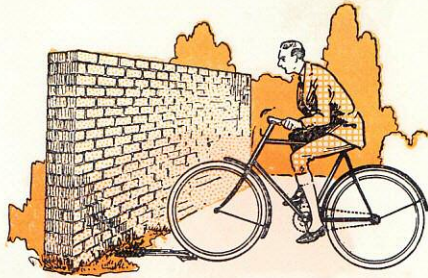
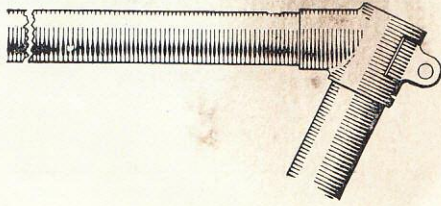
**OLD BRAZING PROCESS.** Load 6,000 lbs. Tube broke at 6 ins. from brazing joint. Load 6,000 lbs. Lug broken, tube stretched.

**NEW BRAZING PROCESS.** Load 9,220 lbs. Brazing and tube were not moved. Load 9,520 lbs. Tube and brazing not moved.

The next tests were of the condition of tubes under the ordinary methods of brazing. It was found that while the maximum stress of tubes was 35 tons per square inch, under ordinary brazing this was reduced, by the application of heat, to 26 tons to the square inch, or by nearly a third.

By the new Raleigh process the heat is only applied to the joint itself and the full strength of the tubes is maintained.

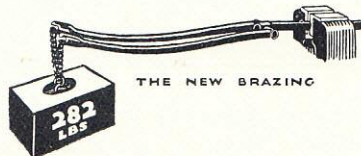
A further test was by the application of a machine in constant use in the Raleigh works to test the force of impact on Raleigh frames. A bicycle travelling over a rough road is constantly receiving shocks and it is periodically tested to see that it will properly withstand these—a system probably unique in bicycle building. With the old brazing process a force equivalent to an eight-stone rider



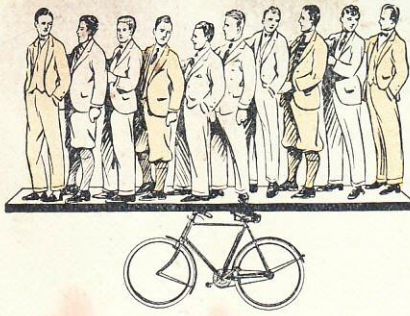
FORK BEFORE TEST



THE OLD-FASHIONED BRAZING



THE NEW BRAZING



travelling at 14 miles an hour and coming into collision with a wall would just bend the top and bottom tubes. To achieve the same result with the new brazing process, it has been necessary to increase the test to the equivalent of a ten-stone rider travelling at 33 miles an hour.

Finally, a test was made to the front fork. It was found that with the old brazing the fork bent, at a pressure of 120 lbs. With the new brazing a pressure of 282 lbs. was required to reach the same result.

These tests show that the new Raleigh brazing is, on the average, quite twice as strong as the old method used in other bicycles, and the margin of safety on a Raleigh has thus been doubled against that of an ordinary bicycle.

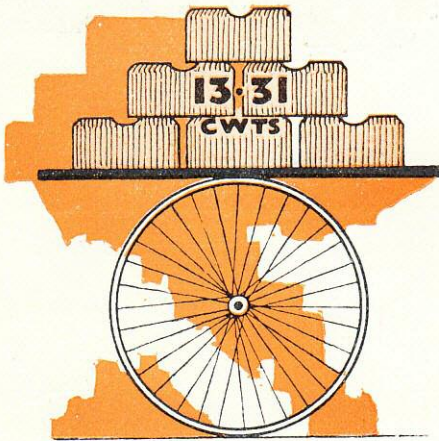
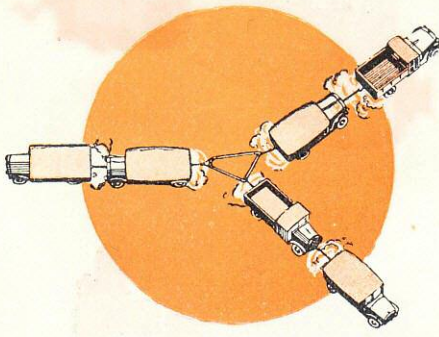
For your safety, therefore, insist on a Raleigh, the All-Steel Bicycle which gives this superhuman strength, and is, indeed, the machine so often described by its million and a quarter enthusiasts as the "bicycle that never lets you down."

The statement above is amply verified by the illustrations showing the superb strength of the All-Steel Raleigh.

The Raleigh withstood the equivalent weight of ten men, a test that should satisfy the heaviest-weight cyclist that a Raleigh will never let him down.

The Raleigh frame withstood the pull equal to that exerted by six lorries straining at their full pulling capacity—the most severe test Raleigh engineers could think of—to break a Raleigh bicycle frame, a test that failed completely.

Just as severe is the wheel test, which shows a Raleigh wheel remaining perfectly true under a weight of 13.31 cwts.



These are but a few of the many regular tests which all Raleigh machines must pass, and we are constantly devising new ones so that the rider's safety is assured under all conditions.



**RALEIGH**  
THE ALL-STEEL BICYCLE

GENT'S MODEL  
SUPERBE

**SPECIFICATION :**

*For terms of guarantee see page 24*

**FRAMES.** 24 in. and 26 in. Centre of crank bracket to ground  $10\frac{1}{2}$  in.

**WHEELS.** 26 in.  $\times$   $1\frac{1}{2}$  in. 28 in. optional.

**TYRES.** Fort Dunlop, on Roman aluminium rims.

**GEAR.** Sturmey Archer 3-speed, 52 in., 69 in., 93 in., or as ordered.

**GEARCASE.** Raleigh patent detachable oil bath.

**SADDLE.** Brooks' Supple Top.

**PEDALS.** 4 in. rubber.

**CHAIN.** Coventry Elite,  $\frac{1}{2}$  in.

**STEERING LOCK.** Friction band.

**FITTINGS.** Tools, toolbag and inflator complete.

**REFLECTOR.** Fitted to rear mudguard.

**LAMP.** Miller's electric.

**BELL.**

**FINISH.** Green enamel, 22 ct. gold leaf lining.

A Lady's Model Superbe is also supplied at the same price. Finish in black enamel or all-black without extra charge.

**Price : £15 · 0 · 0 Net Cash**

or 12 monthly payments of £1 · 8 · 0

*For full particulars see Order Form, page 21*





**RALEIGH**  
THE ALL-STEEL BICYCLE

LADY'S SPECIAL  
RALEIGH



**SPECIFICATION :**

*For terms of guarantee see page 24*

**FRAMES.** 22 in. and 24 in. Centre of crank bracket to ground 10½ in.

**WHEELS.** 26 in. × 1½ in. 28 in. optional.

**TYRES.** Fort Dunlop.

**GEAR.** Sturmey-Archer 3-speed, 47 in., 64 in., 85 in., or as ordered.

**GEARCASE.** Raleigh patent detachable oil-bath.

**SADDLE.** Brooks' B75 nickel.

**PEDALS.** 3¼ in. rubber.

**CHAIN.** Coventry Elite, ½ in.

**STEERING LOCK.** Friction band.

**FITTINGS.** Tools, toolbag and inflator complete.

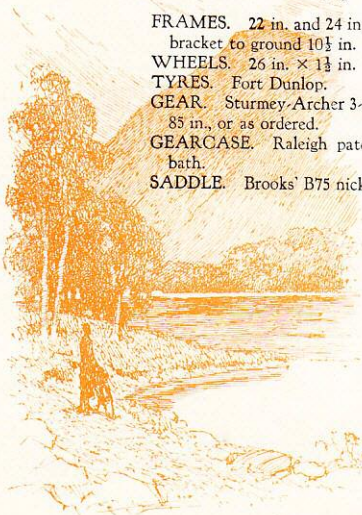
**REFLECTOR.** Fitted to rear mudguard.

**FINISH.** Black enamel, 22 ct. gold leaf and red lining.

Finish in green enamel or all-black without extra charge.

**Price : £11 · 0 · 0 Net Cash**  
or 12 monthly payments of £1 · 0 · 6

*For full particulars see Order Form, page 21*







**RALEIGH**  
THE ALL-STEEL BICYCLE

GENT'S SPECIAL  
RALEIGH

**SPECIFICATION :**

*For terms of guarantee see page 24*

FRAMES. 22 in., 24 in., 26 in. Centre of crank bracket to ground  $10\frac{1}{2}$  in.  
WHEELS. 26 in.  $\times$   $1\frac{1}{2}$  in. 28 in. optional.  
TYRES. Fort Dunlop.  
GEAR. Sturmey-Archer 3-speed, 52 in., 69 in., 93 in., or as ordered.  
GEARCASE. Raleigh patent detachable oil-bath.  
SADDLE. Brooks' B75 nickel.

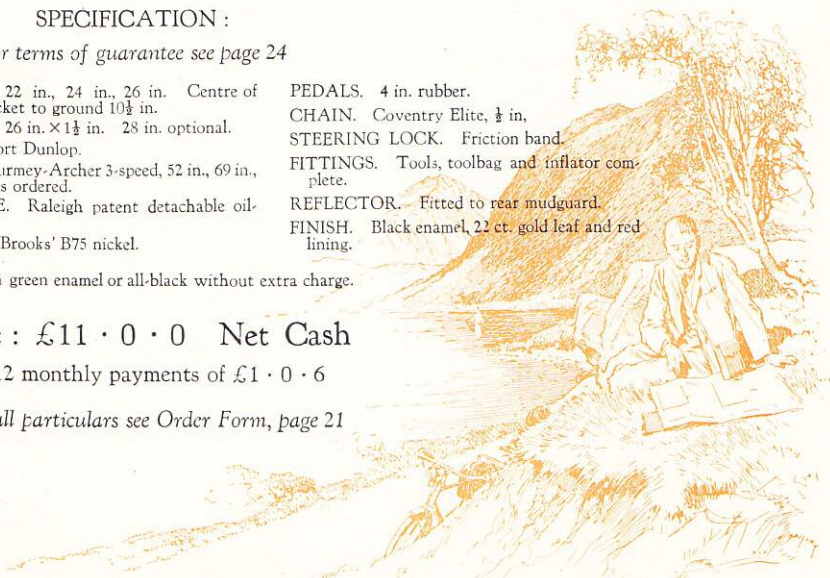
PEDALS. 4 in. rubber.  
CHAIN. Coventry Elite,  $\frac{1}{2}$  in.  
STEERING LOCK. Friction band.  
FITTINGS. Tools, toolbag and inflator complete.  
REFLECTOR. Fitted to rear mudguard.  
FINISH. Black enamel, 22 ct. gold leaf and red lining.

Finish in green enamel or all-black without extra charge.

**Price : £11 · 0 · 0 Net Cash**

or 12 monthly payments of £1 · 0 · 6

*For full particulars see Order Form, page 21*





**RALEIGH**  
THE ALL-STEEL BICYCLE

LADY'S STANDARD  
RALEIGH



**SPECIFICATION :**

*For terms of guarantee see page 24*

FRAMES. 22 in. and 24 in. Centre of crank  
bracket to ground 10½ in.  
WHEELS. 26 in. x 1½ in. 28 in. optional.  
TYRES. Dunlop Magnum.  
GEAR. 64 in. free wheel.  
GEARCASE. Raleigh metal, open centre.  
SADDLE. Brooks'.

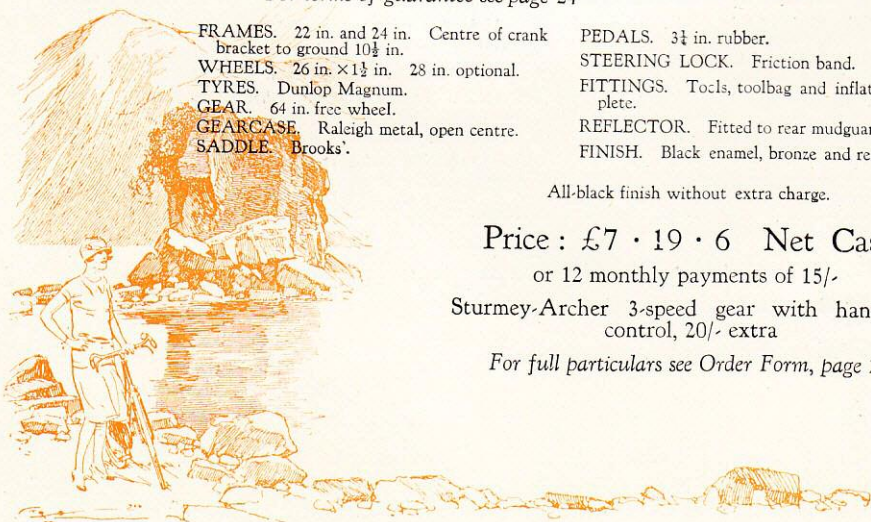
PEDALS. 3¼ in. rubber.  
STEERING LOCK. Friction band.  
FITTINGS. Tools, toolbag and inflator complete.  
REFLECTOR. Fitted to rear mudguard.  
FINISH. Black enamel, bronze and red lining.

All-black finish without extra charge.

Price : £7 · 19 · 6 Net Cash  
or 12 monthly payments of 15/-

Sturmey-Archer 3-speed gear with handlebar  
control, 20/- extra

*For full particulars see Order Form, page 21*





**RALEIGH**  
THE ALL-STEEL BICYCLE

GENT'S STANDARD  
RALEIGH

**SPECIFICATION :**

*For terms of guarantee see page 24*

**FRAMES.** 22 in., 24 in., 26 in. Centre of crank bracket to ground 10½ in.  
**WHEELS.** 26 in. × 1½ in. 28 in. optional.  
**TYRES.** Dunlop Magnum.  
**GEAR.** 69 in. free wheel.  
**GEARCASE.** Raleigh metal, open centre  
**SADDLE.** Brooks'.

**PEDALS.** 4 in. rubber.  
**STEERING LOCK.** Friction band.  
**FITTINGS.** Tools, toolbag and inflator complete.  
**REFLECTOR.** Fitted to rear mudguard.  
**FINISH.** Black enamel, bronze and red lining.

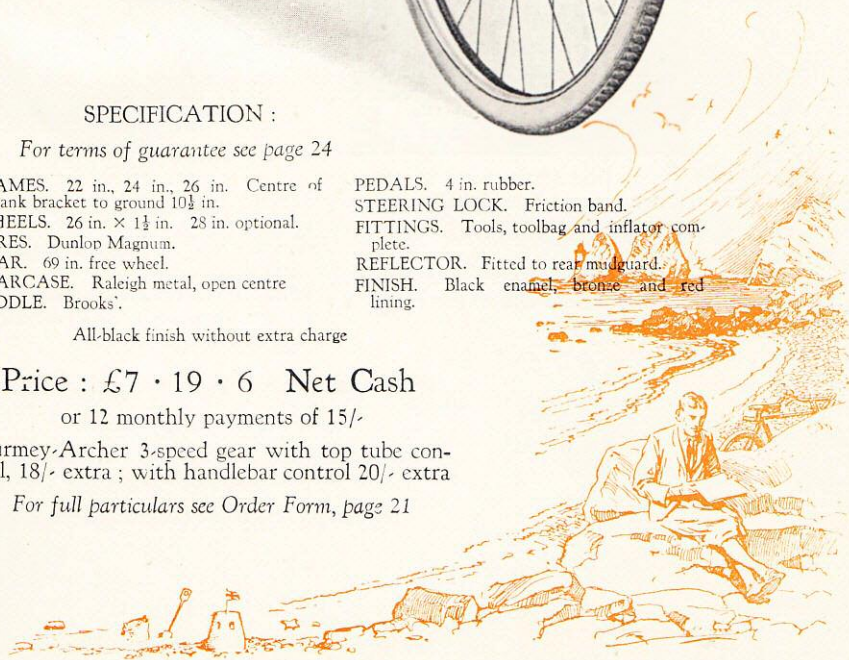
All-black finish without extra charge

**Price : £7 · 19 · 6 Net Cash**

or 12 monthly payments of 15/-

Sturmey-Archer 3-speed gear with top tube control, 18/- extra ; with handlebar control 20/- extra

*For full particulars see Order Form, page 21*





**RALEIGH**  
THE ALL-STEEL BICYCLE

LADY'S POPULAR  
RALEIGH



**SPECIFICATION :**

*For terms of guarantee see page 24*

**FRAMES.** 22 in. and 24 in. Centre of rank bracket to ground 10½ in.

**WHEELS.** 26 in. × 1½ in. 28 in. optional.

**TYRES.** Dunlop.

**GEAR.** 64 in. free wheel.

**GEARCASE.** Raleigh metal, covered in, with plated disc.

**SADDLE.** 3-coil spring

**PEDALS.** 3¼ in. rubber.

**FITTINGS.** Tools, toolbag and inflator complete.

**REFLECTOR.** Fitted to rear mudguard.

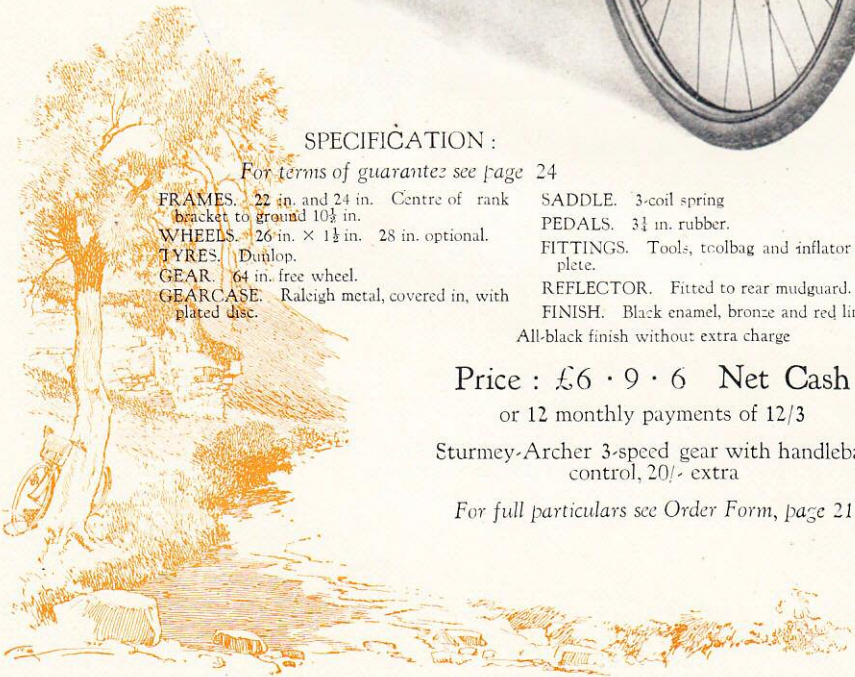
**FINISH.** Black enamel, bronze and red lining

All-black finish without extra charge

**Price : £6 · 9 · 6 Net Cash**  
or 12 monthly payments of 12/3

Sturmey-Archer 3-speed gear with handlebar control, 20/- extra

*For full particulars see Order Form, page 21*





**RALEIGH**  
THE ALL-STEEL BICYCLE

GENT'S POPULAR  
RALEIGH

**SPECIFICATION :**

• *For terms of guarantee see page 24*

**FRAMES.** 22 in., 24 in., 26 in. Centre of crank bracket to ground 10½ in.

**WHEELS.** 26 in. × 1½ in. 28 in. optional.

**TYRES.** Dunlop.

**GEAR.** 69 in. free wheel.

**SADDLE.** 3-coil spring.

All-black finish without extra charge.

**PEDALS.** 4 in. rubber.

**FITTINGS.** Tools, toolbag and inflater complete.

**REFLECTOR.** Fitted to rear mudguard.

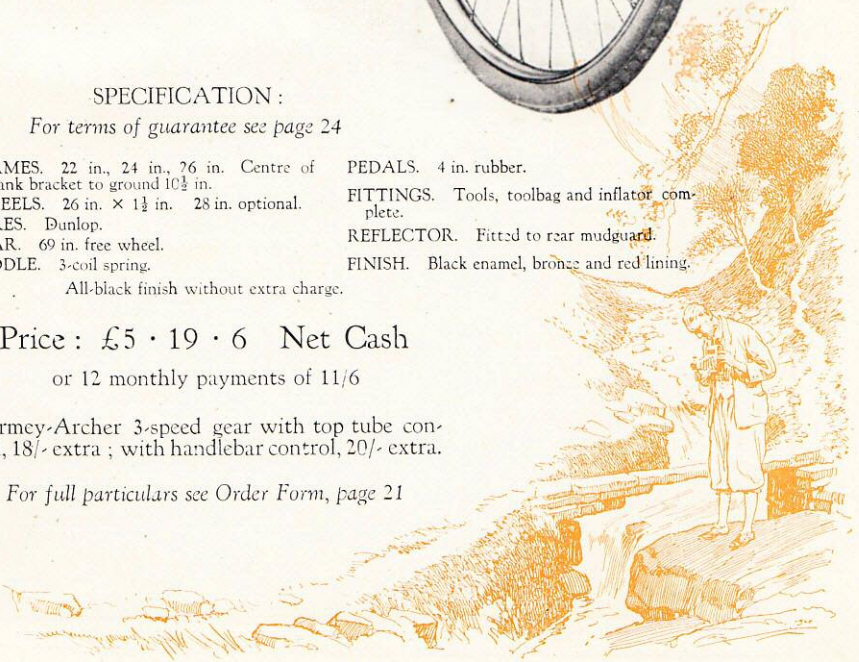
**FINISH.** Black enamel, bronze and red lining.

**Price : £5 · 19 · 6 Net Cash**

or 12 monthly payments of 11/6

Sturmey-Archer 3-speed gear with top tube control, 18/- extra ; with handlebar control, 20/- extra.

*For full particulars see Order Form, page 21*







**RALEIGH**  
THE ALL-STEEL BICYCLE

RALEIGH  
CLUB  
MODEL  
1929



LADY'S MODEL

**SPECIFICATION :**

*For terms of guarantee see page 24*

**FRAME HEIGHT.** 21 in. up to 24 in. to order.

**PARALLEL TOP TUBE.** Cut away and fish-tailed lugs.

**COTTERLESS BOTTOM BRACKET.** 10½ in. from ground, wheel base 42¼ in.

Round tapered chain stays and seat stays. Brazed-up joints throughout and pressed steel narrow crown.

**WHEELS.** Endrick rims, double butted spokes 26 in. x 14 in.

**HUBS.** Front, Quick release. Rear, Evans patent forward release. Dust-proof oil-retaining caps.

**GEAR.** Double sprocket 78 in. and 69 in. fixed gear, or to order, 64 in. cranks.

**HANDLEBARS.** Marsh w th extension, rubber grips or to order.

**BRAKE.** Calliper short pull up lever on front wheel for fixed sprockets. Calliper front and rear for fixed and free wheel.

**SADDLE.** Brooks' racing type.

**CHAIN.** ½ in. roller.

**PEDALS.** 4 in. rat-trap.

**FINISH.** Black enamel, head tubes checked red and gold.

**FITTINGS.** Tools, toolbag and inflator.

**WEIGHT.** 26 lbs. (approximately).

**TYRES.** Dunlop Road Racing Red.

Extra for free wheel, 3/6.

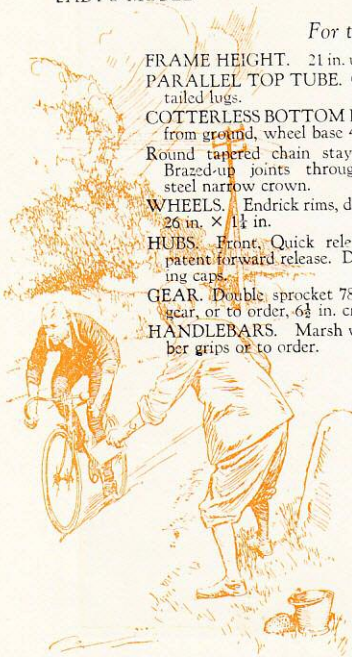
Extra for rear brake in lieu of front brake, 2/6.

Extra for mudguards, 4/6.

The above can also be supplied in a Lady's Model with two straight tubes from head to bottom bracket, and 3½ in. rubber pedals.

**Price : £7 · 10 · 0 Net Cash**  
or 12 monthly payments of 14/3

*For full particulars see Order Form, page 21*





**RALEIGH**  
THE ALL-STEEL BICYCLE

POPULAR  
LIGHT  
ROADSTER

SPECIFICATION :

*For terms of guarantee see page 24*

FRAMES 22 in., 24 in., 26 in. Centre of crank bracket to ground 10½ in.

WHEELS. 26 in.

TYRES. Dunlop.

GEAR. 72 in. free wheel, 6½ in. cranks.

HANDLEBARS "North Road," upturned.

All-black finish without extra charge.

SADDLE. 4-wire.

PEDALS. 4 in. rubber or rat-trap.

FITTINGS. Tools, toolbag and inflator complete.

REFLECTOR. Fitted to rear mudguard.

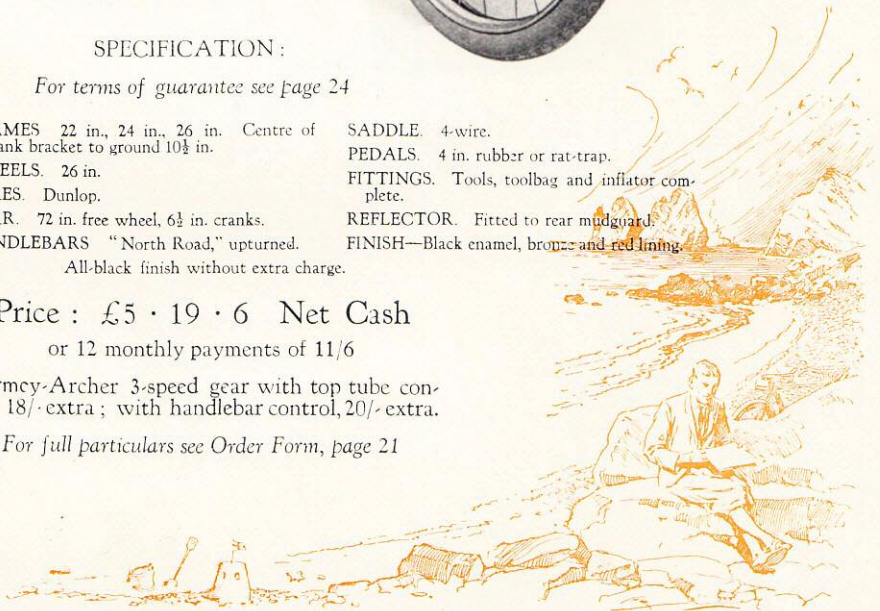
FINISH—Black enamel, bronze and red lining.

Price : £5 · 19 · 6 Net Cash

or 12 monthly payments of 11/6

Sturmey-Archer 3-speed gear with top tube control, 18/- extra ; with handlebar control, 20/- extra.

*For full particulars see Order Form, page 21*







**RALEIGH**  
THE ALL-STEEL BICYCLE

GENT'S 3-SPEED  
TOURIST  
RALEIGH



**SPECIFICATION :**

*For terms of guarantee see page 24*

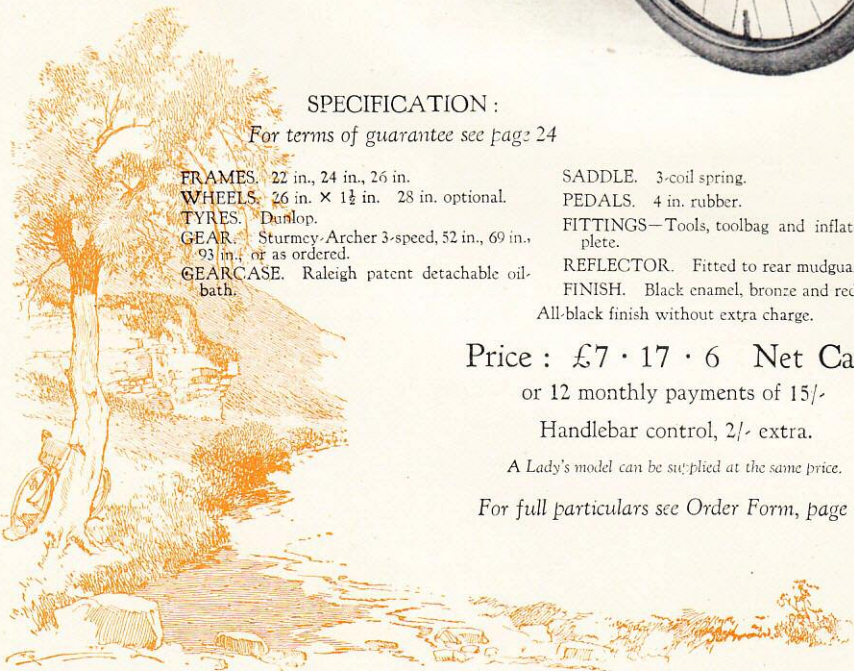
FRAMES. 27 in., 24 in., 26 in.  
WHEELS. 26 in. x 1½ in. 28 in. optional.  
TYRES. Dunlop.  
GEAR. Sturmey-Archer 3-speed, 52 in., 69 in.,  
93 in.; or as ordered.  
GEARCASE. Raleigh patent detachable oil-  
bath.

SADDLE. 3-coil spring.  
PEDALS. 4 in. rubber.  
FITTINGS—Tools, toolbag and inflator com-  
plete.  
REFLECTOR. Fitted to rear mudguard.  
FINISH. Black enamel, bronze and red lining.  
All-black finish without extra charge.

**Price : £7 · 17 · 6 Net Cash**  
or 12 monthly payments of 15/-  
Handlebar control, 2/- extra.

*A Lady's model can be supplied at the same price.*

*For full particulars see Order Form, page 21*



## JUNIOR RALEIGHS



### SPECIFICATION :

*For terms of guarantee see page 24*

FRAMES. 18 in. and 20 in., with low crank bracket.  
WHEELS. 26 in.  $\times$  1 $\frac{1}{2}$  in.  
TYRES. Dunlop Juvenile.  
GEAR. 58 in. free wheel.  
SADDLE. Junior.

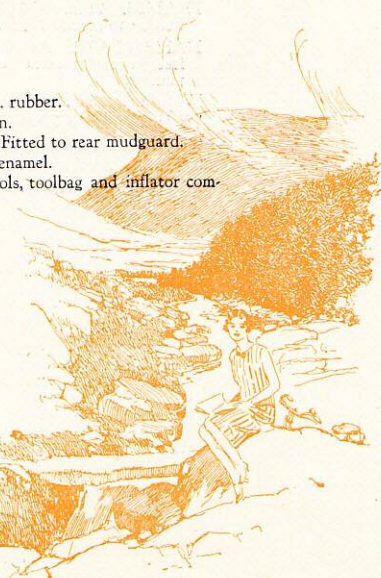
PEDALS. 3 $\frac{1}{4}$  in. rubber.  
CRANKS. 5 $\frac{1}{2}$  in.  
REFLECTOR. Fitted to rear mudguard.  
FINISH. Black enamel.  
FITTINGS. Tools, toolbag and inflator complete.

Price : £5 · 19 · 6 Net Cash

or 12 monthly payments of 11/6

Sturmey-Archer 3-speed gear with top-tube control, 18/- extra. With handlebar control 20/- extra. Gearcase to girl's model, 6/6 extra.

*For full particulars see Order Form, page 21*





**RALEIGH**  
THE ALL-STEEL BICYCLE

TRADESMAN'S CARRIER



SPECIFICATION :

*For terms of guarantee see page 24*

FRAMES. 22 in. and 24 in. Centre of crank bracket to ground 10½ in.  
 NAME PLATE. As illustrated. 60 letters free, a slight extra charge above that number.  
 WHEELS. 26 in. x 1½ in.  
 TYRES. Dunlop Clipper Carrier.  
 GEAR. 66 in. free wheel.  
 SADDLE. 3-coil spring.  
 PEDALS. 4 in. rubber.

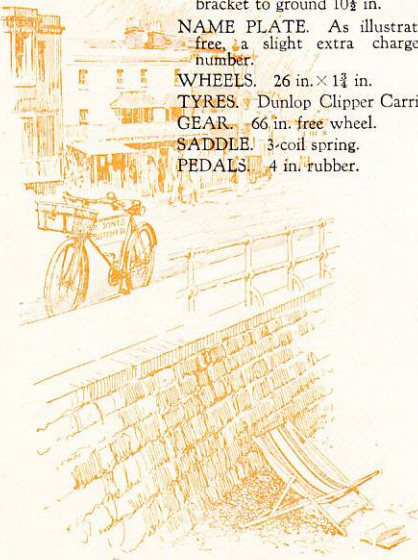
FORK. Specially strengthened with girder supports.  
 CARRIER. Tubular, built to frame 18 in. x 12 in. 20 in. x 14 in. carrier can be supplied at an extra charge of 3/6.  
 MUDGUARDS. Wide section with double stays.  
 FITTINGS. Tools, toolbag and inflator complete.  
 REFLECTOR. Fitted to rear mudguard.  
 FINISH. Plain black, "All-weather."

Complete with basket as illustrated, without lid or handle.  
 This model can be supplied with Sturmey-Archer coaster hub and front rim brake only, without extra charge.  
 Basket may be supplied with lid and/or handle at a small extra cost.

Price : £9 · 10 · 0 Net Cash

or 12 monthly payments of 17/9

*For full particulars see Order Form, page 21*



## SOME CYCLING HINTS

Pedal always with the ball of the foot.

Ride the first few miles of the day easily.

Don't start a tour with a new saddle or shoes.

See that your oil lubricators are kept closed.

Oil destroys rubber, therefore keep it off the tyres.

On hearing a motor horn behind, move to the left.

See that your brakes are always in perfect order.

If a squeak develops look first at the saddle springs.

Keep your tyres pumped board hard. It saves punctures.

Breathe through the nose. An open mouth develops thirst.

Set your handlebars about two inches below the saddle level.

The easiest place to start moving a cover is against the valve.

Wear shoes in preference to boots and see that they are not tight.

A dirty chain should be cleaned with paraffin and then blacklead.

Try the pump occasionally and if leaking insert a little oil on the leather.

If riding close to a footpath watch for pedestrians stepping off suddenly.

Do not ride immediately after a heavy meal. Give the digestion a chance.

Never let your machine get away down a hill of which you can't see the foot.

If a tyre deflates slowly try fitting a new valve rubber. This will often cure it.

On a cold day elastic bands round the jacket wrist-sleeves will keep you warm.

The correct adjustment of bearings is to have just the slightest shake—and no more.

If overheated, the best way to cool down is to hold the wrists in cold running water.

Frame length is taken from the top of the seat lug to the centre of the crank bracket.

In mending a back wheel puncture remove the tube on the side opposite the chain.

Adjust your saddle so that you can place the heel comfortably on a pedal at its lowest point.

Cold tea, soda-and-milk and "shandy-gaff" are the best thirst quenchers. Avoid spirits.

In using an adjustable spanner get your grip firm before moving, otherwise nuts may be burred.

Learn to dismount from either side of the bicycle. It may be useful in a sudden emergency.

Don't forget that the head bearings need oiling occasionally as well as those of the wheels and bracket.

If a tyre is cut, clean the cut and insert some solution. If a large cut, insert some cotton wool and solution.

The lamp-wick should always be a little smaller than the burner to allow for swelling when taking up the oil.

Mud should be removed with a damp sponge or soft cloth. To attempt to remove it dry spoils the enamel.

The saddle peak should be about two inches behind the line of the crank bracket and an inch above the back.

In pedalling, raise the toes to push the pedal over the top and lower them to claw it round the bottom of the circle.

Avoid garters or anything to interfere with circulation. Stockings with roll-over tops and strap-and-buckle knicker-fastening are best.

To clean a lamp wash the burner and oil-container in hot water and washing soda, then insert new wick and oil. Clean all inside of soot.

Touring luggage is best carried on the carrier. Frame-bags make the rider bandy-legged, and bags in front of the head create great wind resistance.

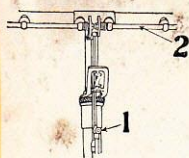
To avoid sideslip pedal on a cambered road as much as possible with the left foot and avoid sudden braking, turning or crossing tramlines at an acute angle.

Always keep to the left of the road. In overtaking pass to the right. On reaching a led horse pass on the side of the man. Tramcars may be passed on either side.

Ladies will find that light skirts can be kept from blowing up by attaching little strips of elastic to the hem, which fasten to the suspenders, at the top of the stockings.

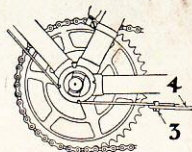
Gear is reckoned by the distance covered by a wheel at each pedal revolution. 71 gear means the equivalent of a wheel 71 inches in diameter, so that at each pedal revolution the machine moves forward 18 ft. 7 in.

# HINTS ON ADJUSTMENT

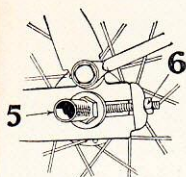


Front Brake.

**BRAKES.** Front Brake : Loosen nut 1. Put hand lever 2 in lowest position. Set rubber pads just to clear wheel and tighten nut 1. Rear Brake : Loosen nut 3. Move 4 back or forward to give rubber pads correct position.



Rear Brake.



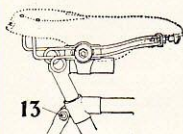
Chain.

**CHAIN.** Loosen both nuts 5. Screw up nut 6 not more than two complete turns. Slightly tighten 5 and repeat operation other side of wheel. Then tighten both 5's and see that nuts 6 are well screwed up. Wheel should be exactly in centre and chain slightly slack with no "sag."



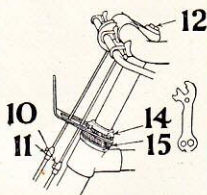
Bracket Bearings.

**BRACKET BEARINGS.** Slacken locking ring 8 with special key. Screw up loose cone 9 tight, then slacken one-eighth turn. Screw up locking ring 8 tight. Axle should revolve freely without play.



Seat Pillar.

**HANDLEBAR.** Slacken brake nuts, brake coupling nuts 10 and 11. Unscrew expander bolt 12 three turns and knock downward. Then raise or lower bar. Screw 12 tight, then coupling nuts 10 and 11 and adjust brake pads as above.



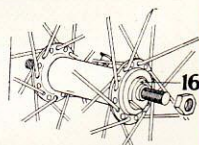
Handlebar and Head.

**SEAT PILLAR.** Loosen nut 13 and twist saddle to required position up or down. Leave at least 2 1/2 in. in socket and then lock up nut 13.



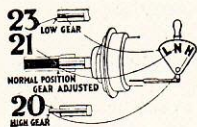
Pedals.

**STEERING HEAD.** Slacken locknut 14 with special spanner. Turn adjustment 15 to right to tighten and left to loosen. Screw up locknut 14.



Wheel Bearings.

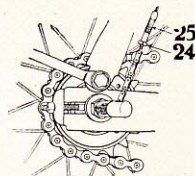
**WHEEL BEARINGS.** Slacken nut left side of wheel. Screw up moveable cone 16 till play is taken out. Then tighten axle nut. Wheels should oscillate with weight of valve and be central.



3-Speed Gear.

**PEDALS.** Take off cap 17. Unscrew locknut 18 and adjust cone after loosening feather nut 19. Screw up locknut and replace cap.

**3-SPEED GEAR.** Place change lever in "normal." If end of spindle at 21 all well. If at 20 or 23 slacken locking nut 24, turn nipple 25 till indicator is level with hub axle, as in 21, then tighten locking nut.



3-Speed Gear.

**HANDLEBARS** are provided to any model in any standard shape to rider's requirements.

**ALL-WEATHER FINISH** includes all usual plated parts in black except handlebars, brake levers, seat pillar and rim edges.

# ORDER FORM

Guarantor must sign form overleaf if purchaser is non-householder.

IMPORTANT—To be filled up and signed in the presence of the company's authorized agent.

To THE RALEIGH CYCLE Co., Ltd., NOTTINGHAM.

Date .....

Please supply to me (if this order be accepted by you) one Raleigh model .....  
..... to the following specification :

To be delivered at .....

Payment to be made by me to The Raleigh Cycle Co. Ltd., at .....  
..... by twelve equal monthly payments

of £ ..... each, making a total price to be paid of £ : :

I hand you herewith the first payment of £ ..... If you do not accept this order within twenty-one days the first payment above mentioned is to be forthwith returned to me in full. If any instalment is not paid within seven days of due date, all the remaining instalments shall become immediately due and payable by me.

Note { (a) I am a householder and over 21 years of age.  
Delete { (b) Below is the name and address of a friend, a householder who is willing  
(a) or (b) { to guarantee the regular payment of the instalments as above stated,  
and at back is form of Guarantee duly filled up and signed accordingly.

I am, yours truly,

Name in full (Mr.)  
(Mrs.)  
(Miss) .....

Address .....

How long resident at this address ..... Age .....

Previous address .....  
(in full) .....

Occupation .....

Employed at (in full) .....

Period of time employed there .....

Name and address of Guarantor .....

Agent must sign here }  
as witness to above }  
signature. }

Change of Address must be notified to The Raleigh Cycle Co., Ltd., Nottingham.

# FORM OF GUARANTEE

## GUARANTOR MUST BE A HOUSEHOLDER

(A married woman must not be given as a responsible party)  
IMPORTANT—To be filled up and signed in the presence of the company's authorised agent.

To THE RALEIGH CYCLE Co., Ltd., NOTTINGHAM.

In consideration of your (at my request) supplying to

M.....

of.....

one Raleigh model..... Price £ : : upon the terms of the annexed order, I agree that if he (or she) makes default in due payment of any instalment or instalments of the price thereof, as provided in such order, I will on demand pay same to you at Nottingham, and I admit that the said cycle is a necessary for him (or her). Any extension of time granted to the principal other than that provided in this order shall not in any way prejudice the company's claim upon me, nor need any notice of such extension be given to me. I am a householder and over 21 years of age.

Dated.....

SIGNATURE  
of  
GUARANTOR

Name in full (Mr. Mrs. Miss).....

Address.....

If related to principal state relationship.....

How long resident at this address..... Age.....

Previous address (in full).....

Occupation.....

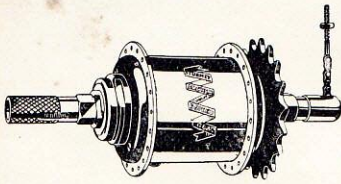
Employed at (in full).....

Period of time employed there.....

Agent must sign here  
as witness to above  
signature.

Change of Address must be notified to The Raleigh Cycle Co., Ltd., Nottingham.

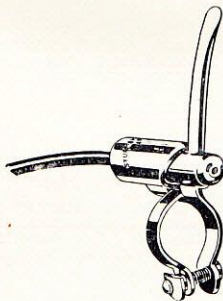
# THE STURMEY-ARCHER GEAR



*Three-Speed Hub*



*Top-Tube Control*

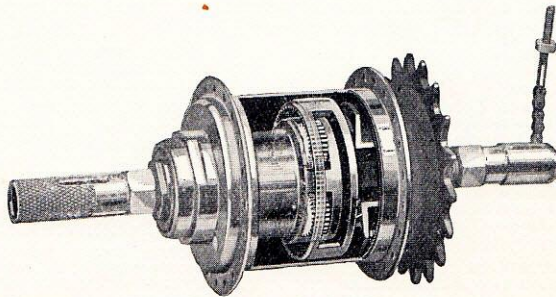


*Handlebar Control*

EVERY bicycle fitted with a Sturmeley-Archer 3-speed gear is an easy riding machine, in fact, no bicycle is up-to-date that is not so fitted. With it you add two miles per hour to the average pace you go and every mile is more enjoyable, more exhilarating, because of far less riding effort. Gear changing with a Sturmeley-Archer is as simple as ringing the bell, just press the little lever, and you change to high, low or back to normal. It is made with such precision that nothing can "go wrong," for the special metals used make it practically unbreakable, and very light in weight.

The distinct advantages of the Sturmeley-Archer gear are not confined to Raleigh machines, for at a small extra charge, any machine can be brought up-to-date, and when ordering any new make of cycle, wisdom lies in specifying a Sturmeley-Archer Gear.

To anyone interested in this wonderful piece of mechanism, we are always glad to send illustrated literature on request, whether your mount is a Raleigh or not. Once you have tried a Sturmeley-Archer 3-speed gear you will never go back to the hard-work single geared bicycle.



*Showing Mechanism*



# THE FOR-EVER GUARANTEE

OUR Guarantee is unique. From the 1st of January, 1907, Raleighs are guaranteed by us against defects of manufacture **WITHOUT ANY TIME LIMIT**; no matter when such defect shows itself, we replace the defective part gratis. This guarantee is subject to the conditions specified below.

## CONDITIONS OF GUARANTEE

With all machines and component parts herein specified we give a special guarantee instead of the guarantee implied by statute or otherwise as to the quality or fitness for the purpose of cycling of goods supplied by us, any such implied guarantee being in all cases excluded. In case of machines which have been used for "hiring-out" purposes, or in respect of which our trade mark or manufacturing number has been removed, no guarantee of any kind is given or is to be implied.

We guarantee, subject to the conditions mentioned below, that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, but damage for which we make ourselves responsible under this guarantee is limited to the free supply of a new part in exchange for the part of the bicycle which may have proved defective, and does not include fitting.

This guarantee does not, of course, include tyres,\* rims, chains, saddles, variable gears, coaster hubs, etc., in respect of which we give the guarantee furnished by the makers, usually 12 months. And the purchaser shall not be entitled to claim any damage whatever, save replacement of the defective parts. **THIS GUARANTEE DOES NOT APPLY TO DEFECTS CAUSED BY WEAR AND TEAR, MISUSE OR NEGLIGENCE.**

If a defective part should be found in any of our machines it must be sent to us carriage paid, accompanied by an intimation from the sender that he desires to have it repaired free of charge under our guarantee, and he must also furnish us at the same time with the number of the machine, the name of the agent from whom he purchased, and the date of purchase.

Failing compliance with the above, no notice will be taken of anything which may arrive, but such articles will lie here at the risk of the senders, and this guarantee and any implied guarantee shall not be enforceable. We guarantee only new machines which are bought either direct from us, or from one of our duly authorised agents, and under no other conditions.

\*TYRE GUARANTEE. Dunlop Magnum tyres carry a no-limit guarantee. Dunlop tyres are guaranteed for two years from the date of issue by the tyre company. Those failing by reason of bad workmanship or defective material will be replaced or repaired at a charge proportionate to the wear they have given.

## TERMS OF BUSINESS

**ORDERING, ETC.** All communications, orders and remittances should be directed or made payable to The Raleigh Cycle Co., Ltd. (Bankers, Lloyds Bank, Ltd., Nottingham), and not to individuals. Customers are earnestly requested to adhere to standard patterns, as any deviation may cause delay.

**RAILWAY TRANSIT.** In view of the action of the railway companies in declining to accept any responsibility, or pay any compensation in case of damage to goods conveyed at "owner's risk," we consign all goods at "COMPANY'S RISK," unless instructions to the contrary are received with order. Any damage or shortage must be at once reported to us.

The railway companies decline liability unless a claim for shortage or damage is reported to them within three days of the receipt of the article or goods, so that all particulars should be reported to us, and the railway company on the same day as receipt, without fail.

In the event of non-delivery within eight days, please advise us at once, otherwise we cannot accept any responsibility for total loss in transit.

**REPAIRS AND SUNDRIES.** Every Raleigh agent realises the importance of making adequate provision for the purpose of maintaining in constant

service all Raleigh bicycles operating in his territory. He has available competent mechanics, adequate facilities for repairs, also a good stock of spares, therefore in all questions of maintenance, Raleigh riders should approach the local Raleigh agent.

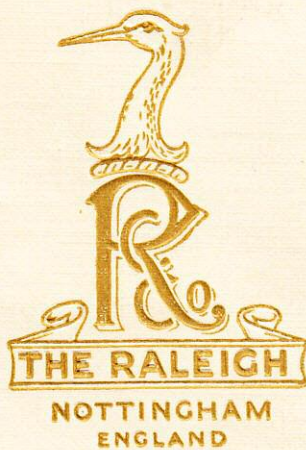
Works should be advised if any difficulty arises. This subject is treated comprehensively, however, in our Repairs and Sundries Catalogue.

**ALTERATIONS TO PRICES AND SPECIFICATIONS.** The prices and specifications given in this list are subject to alteration at any time without notice, and prices are subject to conditions ruling at time of delivery.

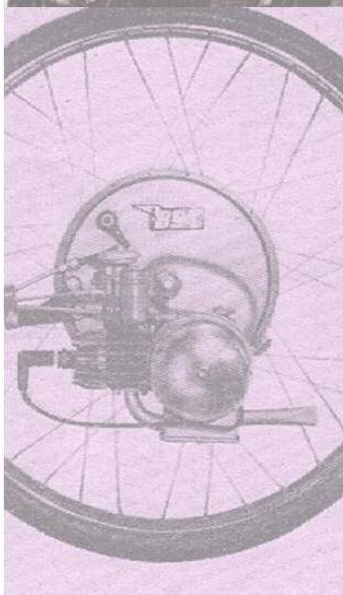
**CONDITIONS OF SALE.** All goods are sold on the condition that they must not be exhibited at any exhibition in the British Isles without our written consent.

**NOTICE.** We do not appoint agents for the sale on our behalf of our cycles or other goods, but we assign to cycle agents areas in which we supply to such agents exclusively for re-sale in such areas. No such agent is authorised to transact any business, give any warranty, make any representation or incur any liability on our behalf.





# IceniCAM Information Service



[www.icenicam.org.uk](http://www.icenicam.org.uk)