



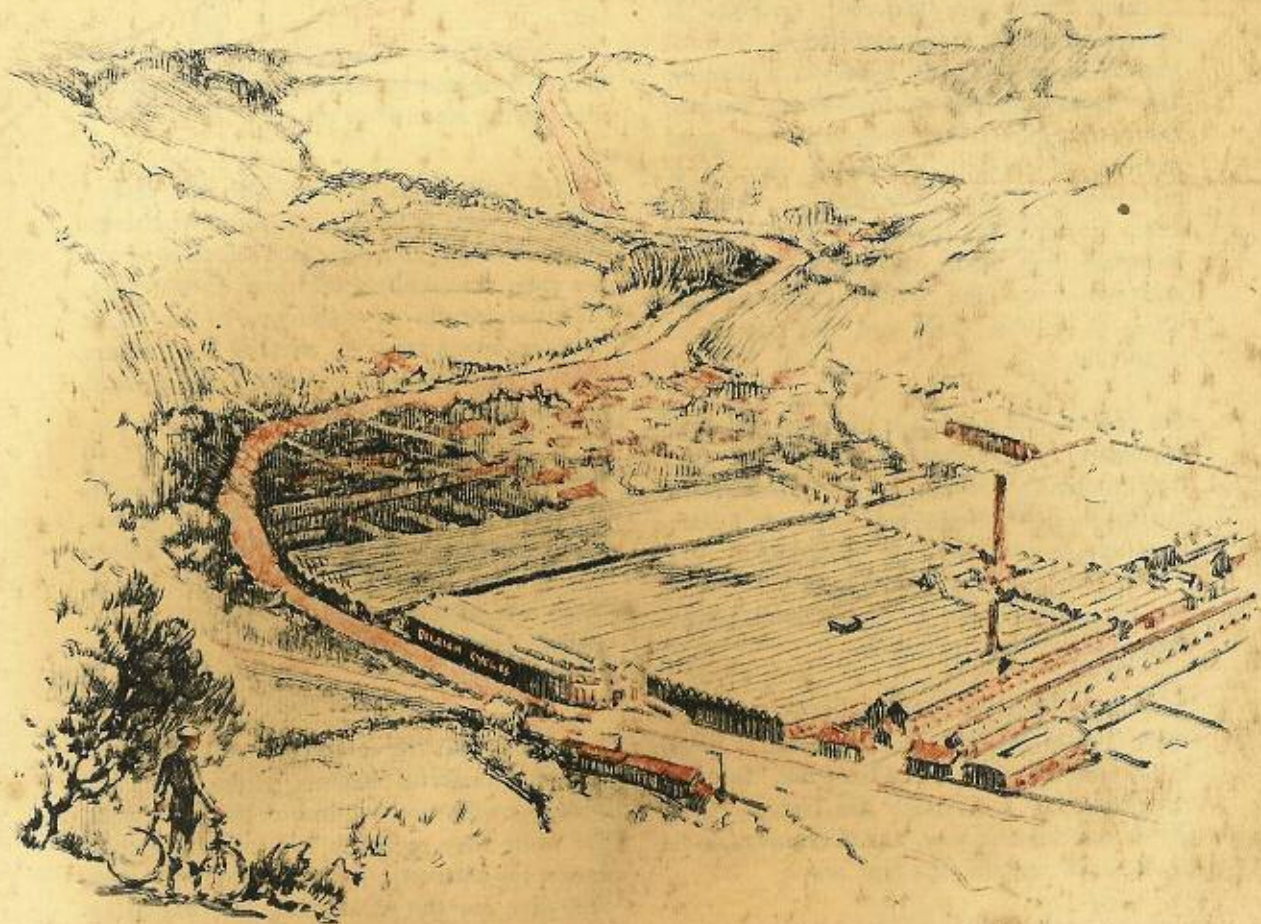
RALEIGH

THE ALL-STEEL BICYCLE



1930

The Road which has no ending



IT is the road that matters—the old Road—the only Road—the one true Road of Heart's Desire. For I believe profoundly in the dictum of Robert Louis Stevenson, that it is the journey, and not what we find at the journey's end, which brings us real happiness.

Do you say there are many roads? I reply that there is but one.

The road through the Trossachs, the road to Coniston, the road to Betts-y-Coed, the road to Newlands Corner, the road by Wharfs-side to Bolton Abbey, the road through the Isle of Oxney to Rye, the road to Dedham and Flatford Mill, the road over Dartmoor, the road to Killarney, the road to Miller's Dale : these are not different roads, but merely stages of one Great Gay Road.

And this road is not confined to the British Isles ; it stretches beyond the utmost limits of her far-flung Colonies and Dominions to embrace all the wide spaces of the world.

I grant there are different methods of traversing it, both in fact and fiction. R. L. S. himself crossed the hill roads on a donkey. That most engaging of road-loving rascals, Hilary Hartley Kite, followed the great highway afoot, with a tattered ulster over his shoulder. Jim Tully tells us that he stole journeys on trains, and that Jack Dempsey had done the same before he achieved fame and wealth. And all the time, of course, there are the queues of motorcars.

But for me one method is as much too slow as another is too fast. I cannot taste the true glamour of the road as a pedestrian, choked by the fumes of tar. Nor can I taste it as one of a packed line of impatient car-drivers, hot and cross because an inoffensive old cow has thought fit to meander across the road and hold up traffic.

So just as there is only one real Road, so there is only one true way of tasting its joys to the full, and that—need I say it? Do you not know it? is through the bicycle. For me it was the first way, and it remains, as it always will remain, the best way.

I am persuaded that there are many people—too many—who never learn the glamour of the Road. To them it is a phrase without a meaning. And yet it is the very salt of travel. It is the sense of communion with the unseen spirits of the open air ; of the woodland, of wayside flowers, of squadrons of swaying firs on distant hillsides, of sleeping lakes and gleaming precipices. Does pedestrianism give this in full flavour? Does the car?

I get it from my bicycle in ample measure. It is neither too fast nor too slow. It is

virtually silent, tuning itself to reflection and introspection. It is trusty and strong and true. By turns it can transport me at a sedate ten m.p.h. and a lively twenty, for it is responsive to all moods.

The years pass—the years that grow ever richer in memories and experiences : but the lure of the Road lives on.

Do we, the riders, change with the years? If we are true knights of the Road we change only in detail, like the good bicycles which we ride, in essentials the rider of yesterday, like the bicycle of yesterday, is the same. Nothing more, and yet nothing less, occurs than a natural course of evolution, of physical and spiritual development.

My mount is still the All-Steel Raleigh. Raleighs and I have grown up together. Not, observe, grown old. Rather grown young. Why measure growth by years. Why not, in the joy of the open air, in enriched experiences? And that way lies continued youth.

I am glad that the thousands of hands there in the wonderful Lenton works give me Raleighs with new features as the years pass, for while they maintain my confidence they renew my interest. I rejoice that while they still give me the old quality (the old being the highest) of steel and construction, they give me an improved method of brazing which adds more than fifty per cent. to the strength of the joints. Nine thousand five hundred and twenty pounds pressure and no break. Shall I, even with my increasing luggage of haversack and camera impose more? I think not. Two hundred and eighty-two pounds to bend the front fork. Shall I apply more either with hand or foot? I never shall, and when I take the road—the road which has no ending—the “For Ever” guarantee is there to support me. It is beneath me when I mount in the

morning ; it is beside me when I rest at noon. Just as the endless road can never end, so can the For-Ever guarantee have no time limit. Finality is meaningless here.

Take one day—this day on which I write, I have ridden past fruitful orchards, through an old village, whose folk still tell of the old tunnel into a neighbouring place to a timbered house, where, with my Raleigh beside me I let my thoughts wander back to a night in the eighties when Henry Irving played at the Lyceum in Tennyson's drama "The Cup."

Why these thoughts of Irving, of the Lyceum, of "The Cup" ? Because there steals out of time the liquid gold of a poignant voice that stirred me to the core long ago, and stirs me as deeply now. For this old house by which I lingered in summer sunshine was once Ellen Terry's home. There are the loved spots we can visit in comfort on a Raleigh, and you, my reader, as the years go on, will find that there is nothing to equal it to bring those sweet remembrances that are the fairest things in life.

A RALEIGH RIDER.

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.

THERE 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.

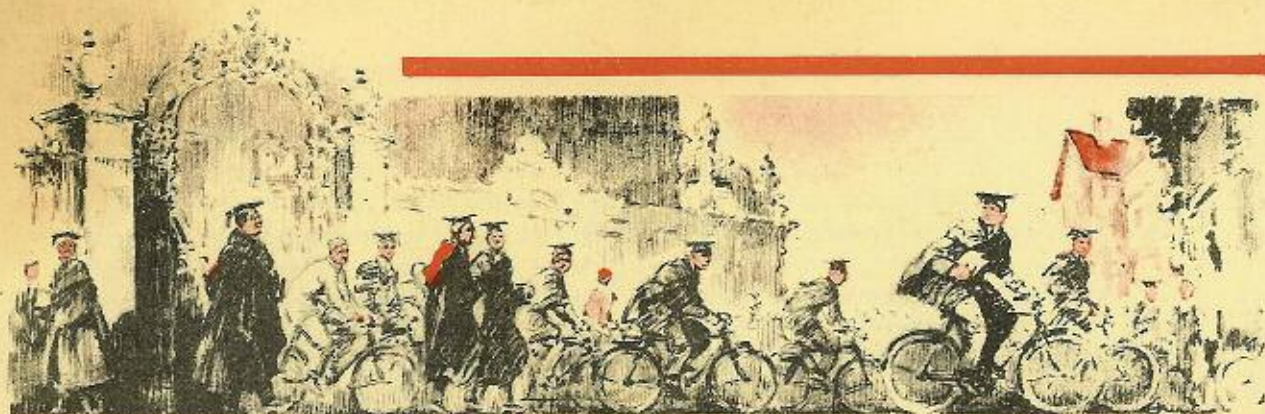
DEPÔTS :

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	2888
HUDDERSFIELD	6 TRINITY STREET	739
LEEDS	58 VICAR LANE	27755
LEICESTER	DE MONTFORT HOUSE, LONDON ROAD	20346
LIVERPOOL	45-49 BERRY STREET	ROYAL 2444
MANCHESTER	178-180 DEANS GATE	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



RALEIGH

THE ALL-STEEL BICYCLE

Gent's Model Superbe

SPECIFICATION

For terms of guarantee see page 20.

FRAMES. 22 in., 24 in. and 26 in.
Low bottom bracket.

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

TYRES. Fort Dunlop, on Roman
aluminium rims.

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

CRANKS. 6 $\frac{1}{2}$ in. with 26 in. wheels.
7 in. with 28 in. wheels.

GEARCASE. Raleigh patent detach-
able oilbath.

SADDLE. Brooks' Suplex, S20/1c.
PEDALS. 4 in. rubber.

CHAIN. Coventry Elite, $\frac{1}{2}$ in.
STEERING LOCK. Friction band.

FITTINGS. Tools, toolbag and in-
flator complete.

REFLECTOR. Fitted to rear mud-
guard.

LAMP. Miller's electric.

BELL.

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

Finish in black enamel or all-black without extra
charge. All-black models can be fitted with
celluloid covered handlebar without extra charge
if specified when ordering.

A Lady's Model Superbe is supplied at the same
price.

No extra charge for Raleigh-Chrome plating
if specified when ordering.

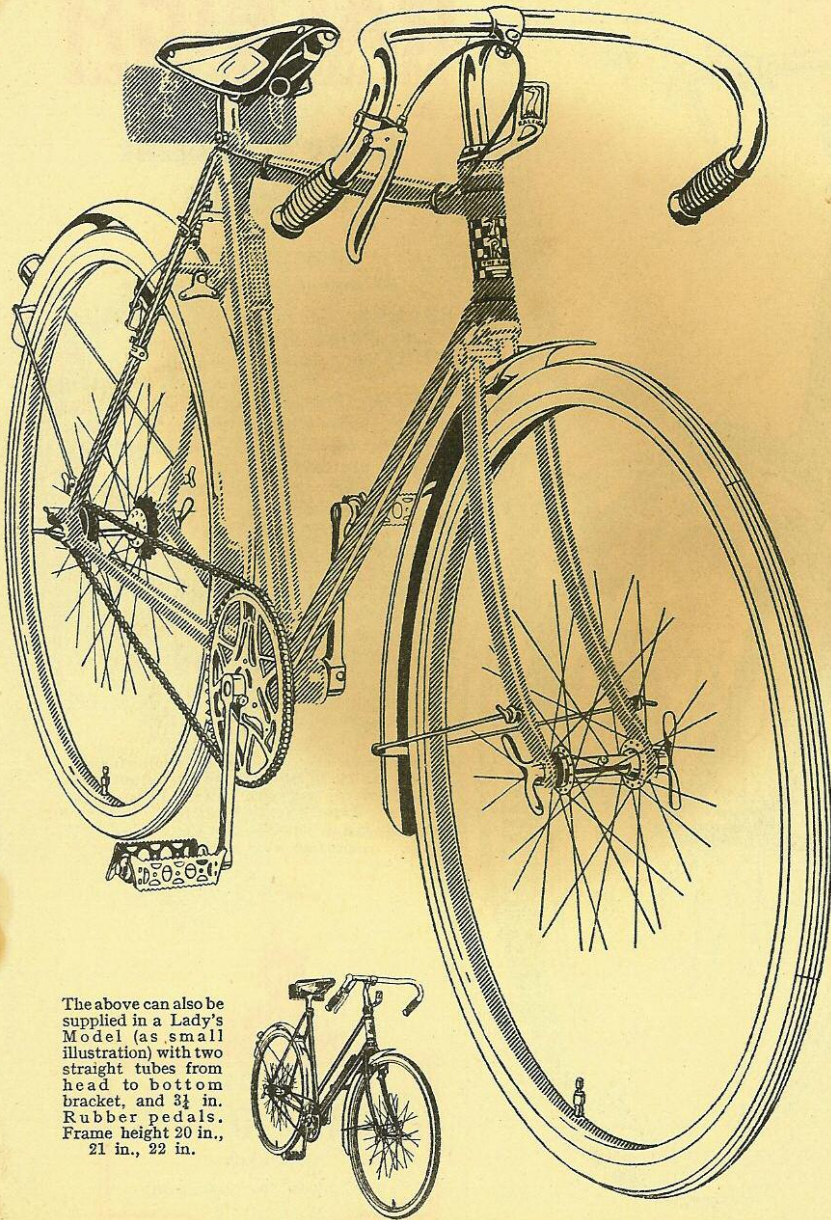
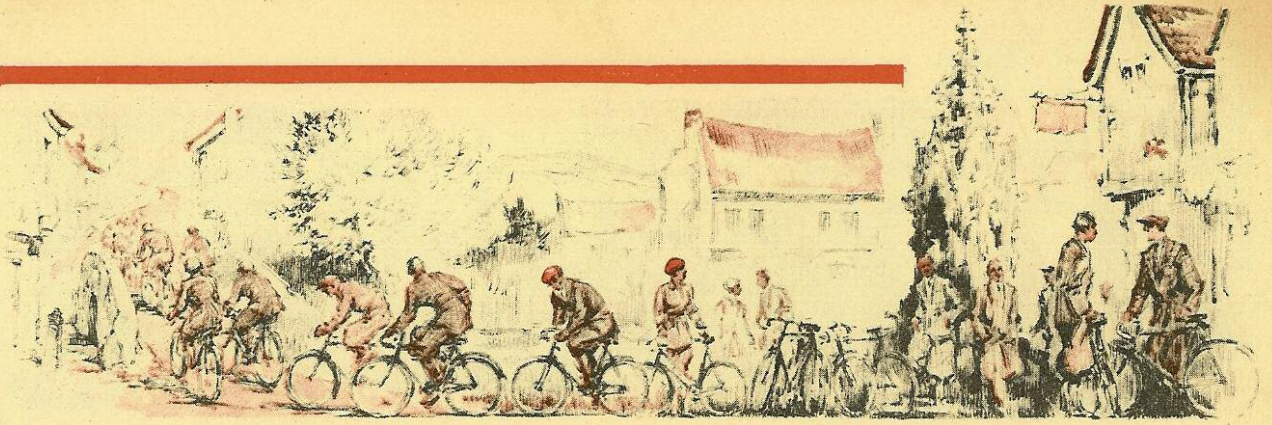


PRICE

£15 - 0 - 0

Net Cash

or 12 monthly payments
of £1 : 8 : 0



RALEIGH

THE ALL-STEEL BICYCLE

1930 Raleigh "Ace"

SPECIFICATION

*For terms of guarantee see page 20.
Gradual Payment Forms may be had on application
to the Company or any Agent.*

FRAME HEIGHT. 20 in., 21 in., 22 in., 23 in.,
24 in.

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

COTTERLESS BOTTOM BRACKET. 10½ in.
from ground, extreme wheel base 42½ in.
Round tapered chain stays and seat stays.
Brazed-up joints throughout, and pressed steel
crown.

WHEELS. Endrick rims, double butted spokes,
26 in. x 1¼ in.

HUBS. Front, quick release; Rear, Evans
patent, forward release.
Dust-proof oil-retaining caps.

GEAR. 2 Fixed Sprockets, gears 78 in. and 69 in.
1 Free-wheel optional. Gears to choice, if possible.

HANDLEBAR. Marsh, Swan neck type, ad-
justable.

BRAKE. Rear only.

SADDLE. Brooks' C14.

CHAIN. Raleigh Roller ½ in. x ¼ in., detachable
gearwheel and crank.

PEDALS. Rat-trap racing.

FINISH. Cambridge Grey, head tube checked
red and gold.

TOOLBAG. Square.

INFLATOR. 15 in. x ¾ in.

GRIPS. Shock-stop Red, 4½ in.

GUARDS. Aluminium, plated stays.

WEIGHT. 26 lbs. (approximately).

TYRES. Dunlop Road Racing Red.

The above can also be
supplied in a Lady's
Model (as small
illustration) with two
straight tubes from
head to bottom
bracket, and 3¼ in.
Rubber pedals.
Frame height 20 in.,
21 in., 22 in.



PRICE

£7 - 19 - 6

Net Cash

or 12 monthly payments
of 15/-



RALEIGH

THE ALL-STEEL BICYCLE

Lady's Special Raleigh

SPECIFICATION

For terms of guarantee see page 20.

FRAMES. 20 in., 22 in. and 24 in.
Low bottom bracket.

WHEELS. 26 in. \times 1 $\frac{1}{2}$ in.
28 in. \times 1 $\frac{1}{4}$ in. optional.

TYRES. Fort Dunlop.

GEAR. Sturmey - Archer 3 - speed,
47 in., 64 in., 85 in., or as ordered.
6 $\frac{1}{2}$ in. cranks.

GEARCASE. Raleigh patent detach-
able oilbath.

SADDLE. Brooks' B75.

PEDALS. 3 $\frac{1}{4}$ in. rubber.

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

STEERING LOCK. Friction band.

FITTINGS. Tools, toolbag and in-
flator complete.

REFLECTOR. Fitted to rear mud-
guard.

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

Finish in green enamel or all-black without extra
charge. All-black models can be fitted with
celluloid covered handlebar without extra charge
if specified when ordering.

No extra charge for Raleigh Chrome plating if
specified when ordering.

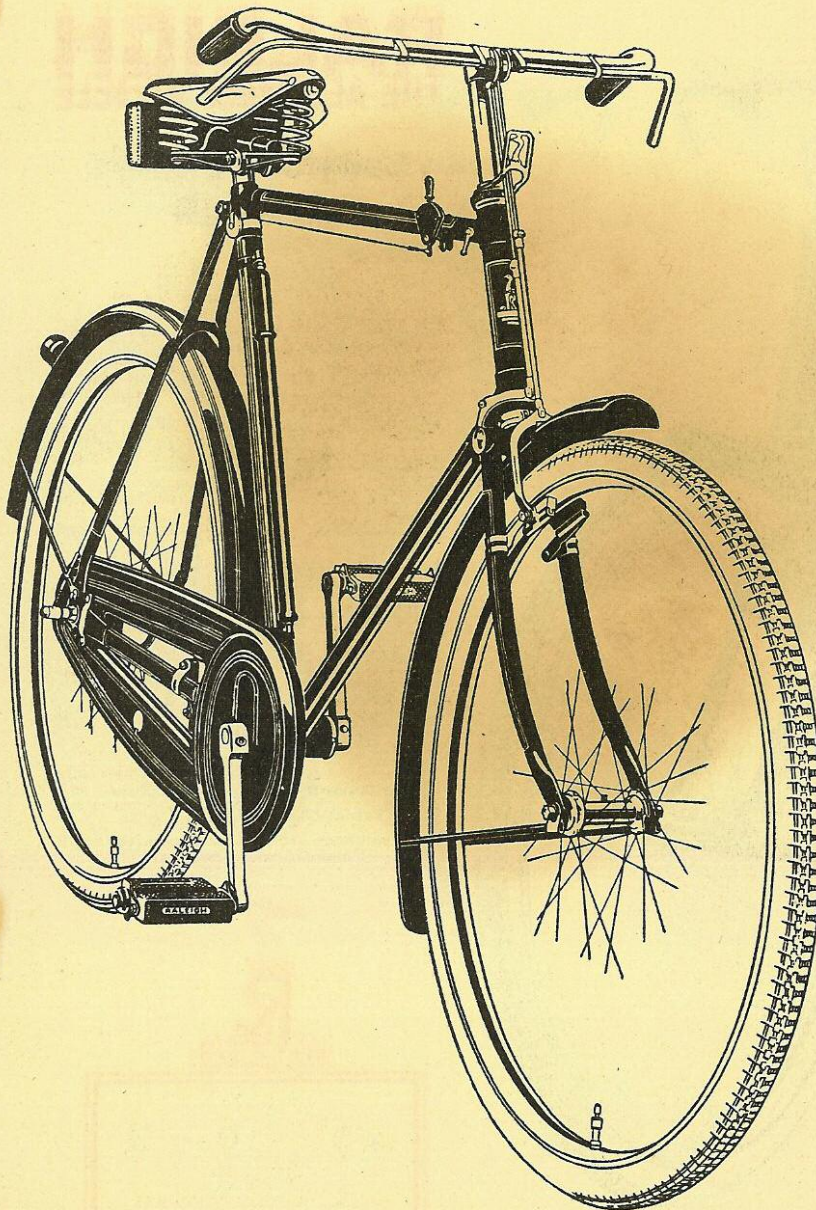


PRICE

£11 - 0 - 0

Net Cash

or 12 monthly payments
of £1 : 0 : 6



RALEIGH

THE ALL-STEEL BICYCLE

Gent's Special Raleigh

SPECIFICATION

For terms of guarantee see page 20.

FRAMES. 20 in., 22 in., 24 in., 26 in.
Low bottom bracket.

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

TYRES. Fort Dunlop.
GEAR. Sturmey - Archer 3 - speed,
52 in., 69 in., 93 in., or as ordered.

CRANKS. 6 $\frac{1}{2}$ in. with 26 in. wheels.
7 in. with 28 in. wheels.

GEARCASE. Raleigh patent detach-
able oilbath.

SADDLE. Brooks' B75.

PEDALS. 4 in. rubber.

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

STEERING LOCK. Friction band.

FITTINGS. Tools, toolbag and in-
flator complete.

REFLECTOR. Fitted to rear mud-
guard.

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

Finish in green enamel or all-black without extra
charge. All-black models can be fitted with
celluloid covered handlebar without extra charge
if specified when ordering.

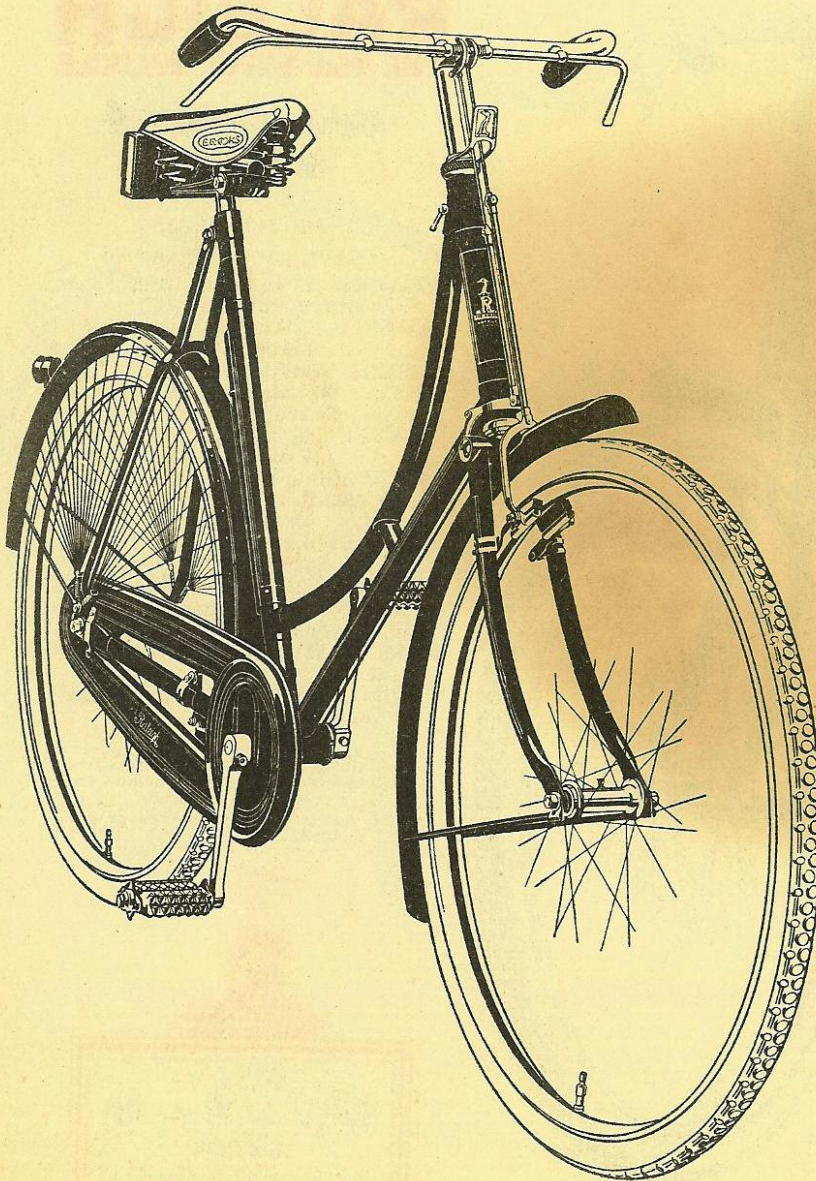
No extra charge for Raleigh-Chrome plating if
specified when ordering.



PRICE
£11 - 0 - 0

Net Cash
or 12 monthly payments
of £1 : 0 : 6

RALEIGH



RALEIGH

THE ALL-STEEL BICYCLE

Lady's Standard Raleigh

SPECIFICATION

For terms of guarantee see page 20.

Gradual Payment Forms may be had on application to the Company or any Agent.

FRAMES. 20 in., 22 in. and 24 in.

Low bottom bracket.

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

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

TYRES. Dunlop Magnum.

GEAR. 64 in. free-wheel, 6 $\frac{1}{2}$ in. cranks.

GEARCASE. Raleigh metal, open centre.

SADDLE. Brooks' 3-coil.

PEDALS. 3 $\frac{1}{4}$ 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.

Raleigh-Chrome plating, 7/6 extra.

Sturmev-Archer 3-speed gear with handlebar control, 22/- extra.

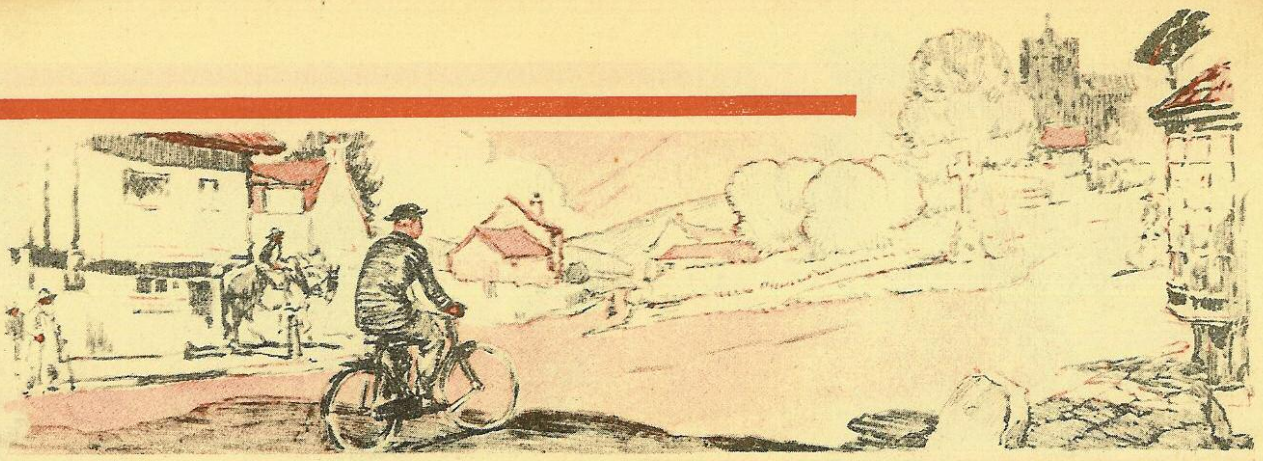


PRICE

£7 - 19 - 6

Net Cash

or 12 monthly payments
of 15/-



RALEIGH

THE ALL-STEEL BICYCLE

Gent's Standard Raleigh

SPECIFICATION

For terms of guarantee see page 20.

Gradual Payment Forms may be had on application to the Company or any Agent.

FRAMES. 20 in., 22 in., 24 in., 26 in.

Low bottom bracket.

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

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

TYRES. Dunlop Magnum.

GEAR. 69 in. free-wheel.

CRANKS. 6 $\frac{1}{2}$ in. with 26 in. wheels.

7 in. with 28 in. wheels.

GEARCASE. Raleigh metal, open centre.

SADDLE. Brooks' 3-coil.

PEDALS. 4 in. rubber.

STEERING LOCK. Friction band.

FITTINGS. Tools, toolbag and inflator complete.

REFLECTOR. Fitted to rear mud-guard.

FINISH. Black enamel, bronze and red lining.

All-black finish without extra charge.

Raleigh-Chrome plating, 7/6 extra.

Sturmev-Archer 3-speed gear with top tube control, 20/- extra; with handlebar control 22/- extra

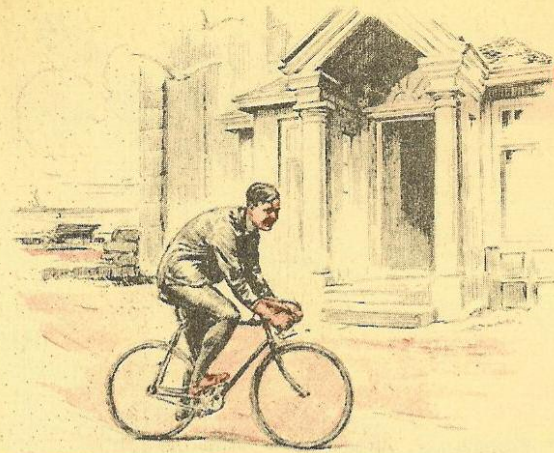


PRICE

£7 - 19 - 6

Net Cash

or 12 monthly payments
of 15/-



THE
NEW 1930 CLUB
RALEIGH
THE ALL-STEEL BICYCLE

SPECIFICATION

For terms of guarantee see page 20.

Gradual Payment Forms may be had on application to the Company or any Agent.

FRAME HEIGHT. 20 in., 21 in., 22 in., 23 in., 24 in.

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

COTTERLESS BOTTOM BRACKET. 10½ in. from ground, extreme wheel base 42½ in. Round tapered chain stays and seat stays. Brazed steel joints throughout, and pressed steel crown.

WHEELS. Endrick rims, double butted spokes, 26 in. x 1½ in.

HUBS. Front, quick release; Rear, Evans patent forward release. Dust-proof oil-retaining caps.

GEAR. Sturmey-Archer 3-speed, top tube control 48r x 18r—52 in.—69 in.—93 in., or to order. 6¼ in. cranks.

HANDLEBAR. Marsh Standard 15 in. x 6 in. on forward brazed extension.

BRAKES. Front and Rear.

SADDLE. Brooks' C14.

CHAIN. Raleigh Roller ½ in. x ⅜ in., detachable gearwheel and crank.

PEDALS. Rat-trap, 4 in.

FINISH. Cambridge Grey, head tube checked red and gold.

TOOLBAG. Oval.

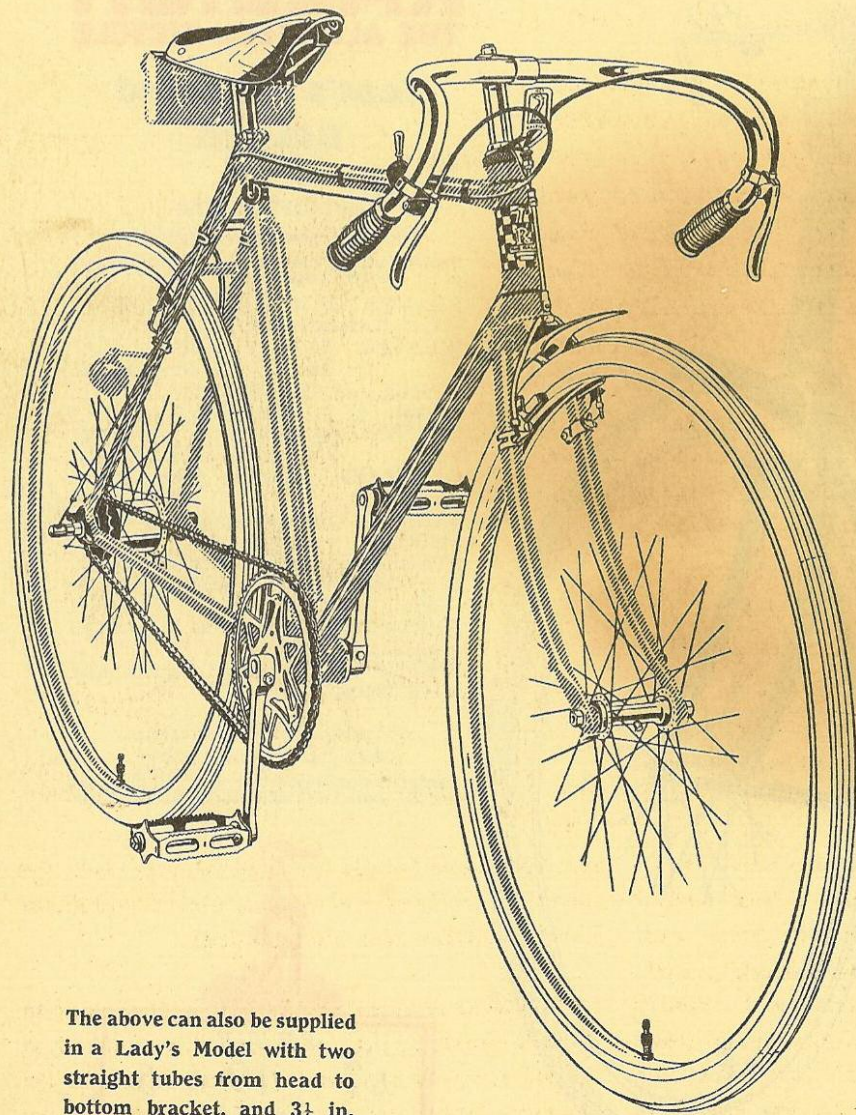
INFLATOR.

GRIPS. Junior shock-stop.

GUARDS. Spear pointed extension only.

WEIGHT. 28 lbs. (approximately).

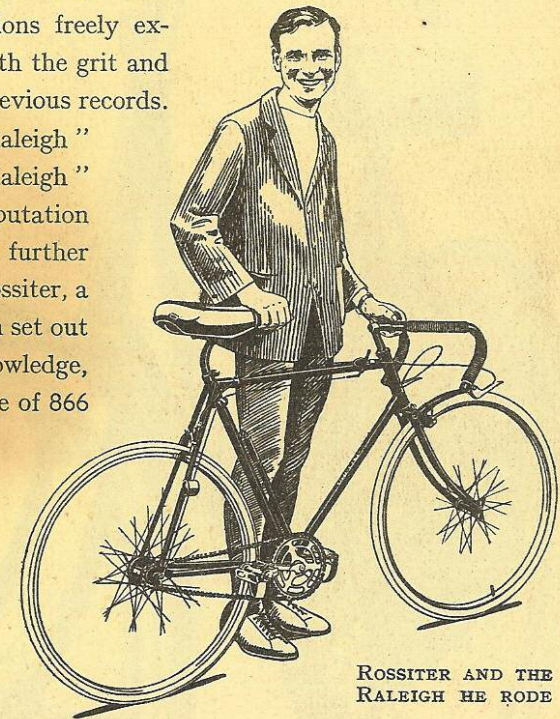
TYRES. Dunlop Road Racing Red.



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. Frame height 20 in., 21 in., 22 in.

BREAKING A 21 YEARS' RECORD
on a 1930 Club Raleigh

IN cycling circles during the early months of 1929 the famous Land's End to John O'Groats record was much discussed and opinions freely expressed that England could not produce to-day a rider with the grit and endurance of those giants of the wheel, who had broken previous records. For 21 years Harry Green's record, for which he rode a "Raleigh" machine, had stood unbroken. During that 21 years "Raleigh" cycles have held in ever increasing measure the high reputation attaching to the "Raleigh" name. With a view to still further upholding that high reputation, there was discovered in Rossiter, a cyclist who would make the attempt. How this slim youth set out on August 22nd, 1929, from Land's End is now world-knowledge, and how, within 61 hours 28 minutes he completed his ride of 866 miles breaking a 21 years' old record by 6 hours 28 minutes is a triumph of masterly achievement acknowledged throughout the land. Rossiter's outstanding success he admits, was due to his complete faith in the machine he rode. During the whole journey, every hill of which was ridden, he was fighting against continuous winds and heavy rain. In his written statement of the event he says:—



ROSSITER AND THE RALEIGH HE RODE

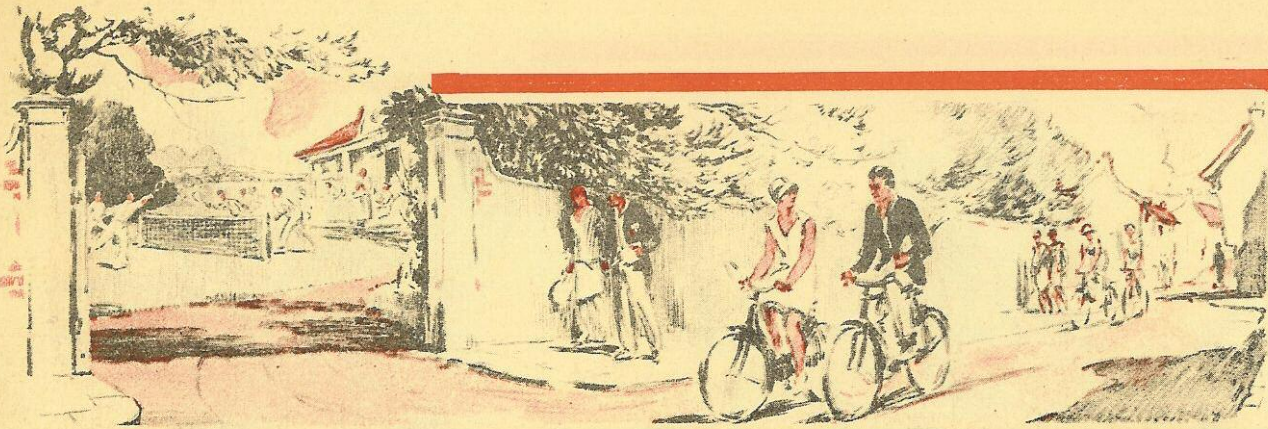
"I want to tell you how much the Sturmey-Archer 3-Speed helped me to break the record from Land's End to John O'Groats. To be perfectly frank, until I started I didn't much believe in it for speed work. I thought it was all right for tourists and ordinary riding, but not for speed. I hadn't gone many miles before I realised its advantage. Later in the gruelling ride up the Garry Pass, when the low gear helped me so much against that headwind, and in the big sweeps

down-hill when I could pedal at full rip—well, for long distance record work I am convinced now that a Sturmey-Archer adds miles an hour.

"I would never have done that last bit, Inverness to John O'Groats 143 miles, in just over 10 hours, at the end of 2½ days riding, if it hadn't been for the Sturmey-Archer, and I wouldn't have anything else after this experience!"



PRICE
£8 - 8 - 0
Net Cash
or by 12 monthly payments
of 15/10



RALEIGH

THE ALL-STEEL BICYCLE

Lady's Popular Raleigh

SPECIFICATION

For terms of guarantee see page 20.

Gradual Payment Forms may be had on application to the Company or any Agent.

FRAMES. 20 in., 22 in. and 24 in.
Low bottom bracket.

WHEELS. 26 in. \times 1½ in.

28 in. \times 1½ in. optional.

TYRES. Dunlop.

GEAR. 64 in. free-wheel, 6½ in. cranks.

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

SADDLE. Brooks' B73.

PEDALS. 3¼ in. rubber.

FITTINGS. Tools, toolbag and inflator complete.

REFLECTOR. Fitted to rear mud-guard.

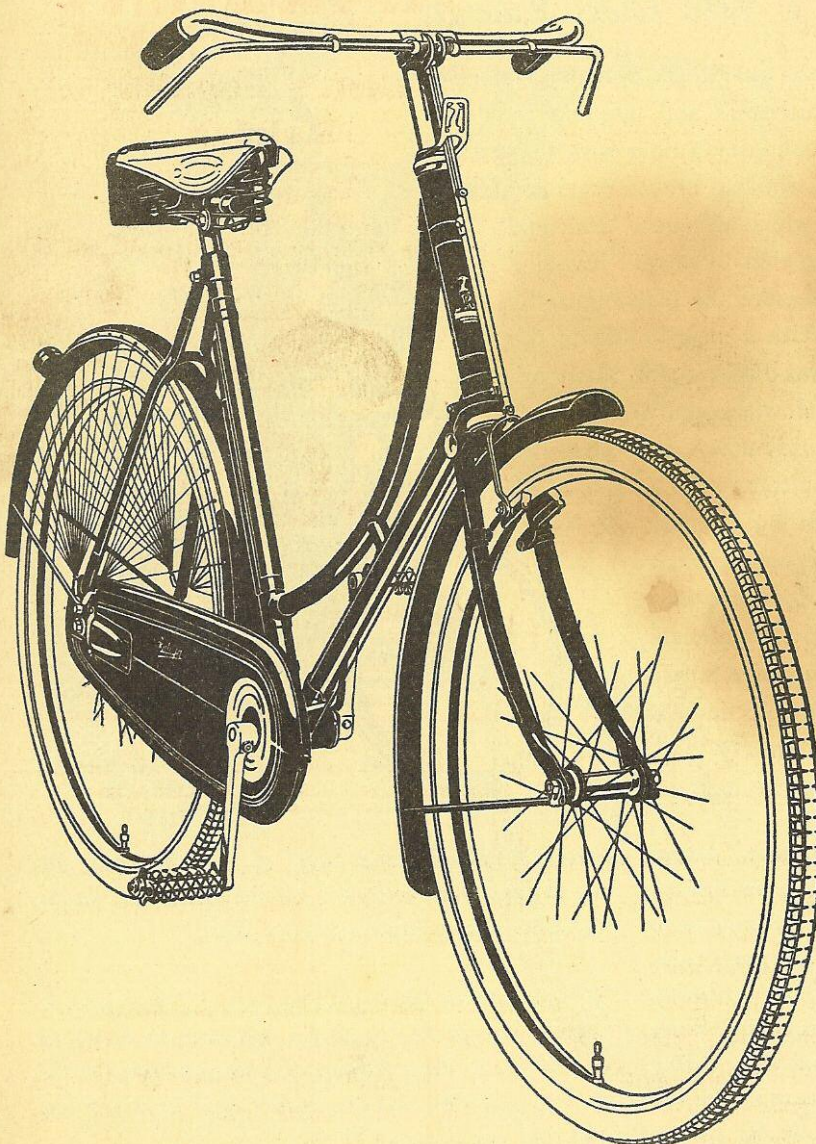
FINISH. Black enamel, bronze and red lining.

All-black finish without extra charge.

Raleigh-Chrome Plating, 7/6 extra.

Sturmey-Archer 3-speed gear with handlebar control, 22/- extra.

Can be supplied with Eadie Coaster Hub and front rim brake only at an extra charge of 6/-

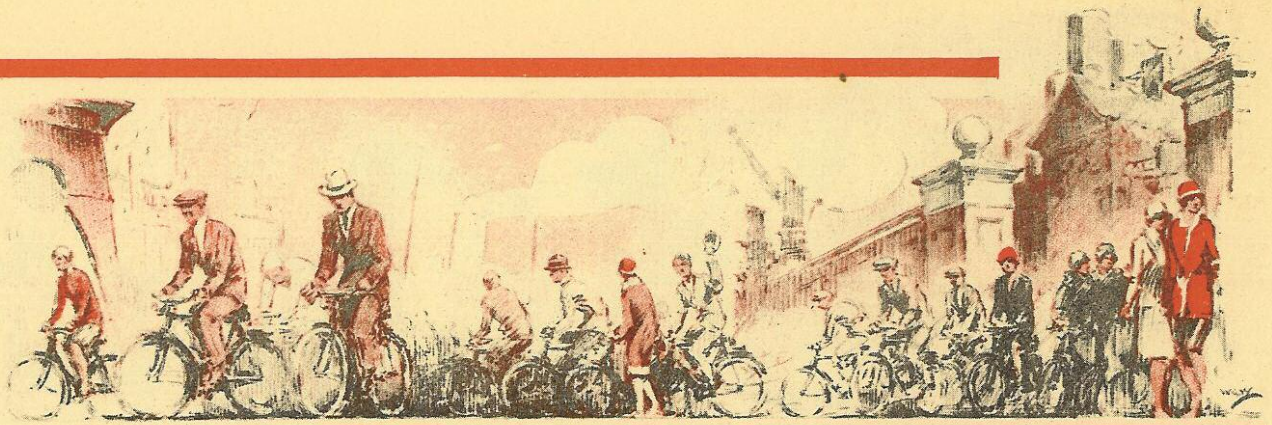


PRICE

£6 - 9 - 6

Net Cash

or 12 monthly payments
of 12/3



RALEIGH

THE ALL-STEEL BICYCLE

Gent's Popular Raleigh

SPECIFICATION

For terms of guarantee see page 20.

Gradual Payment Forms may be had on application to the Company or any Agent.

FRAMES. 20 in., 22 in., 24 in., 26 in.
Low bottom bracket.

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

TYRES. Dunlop.

GEAR. 69 in. free-wheel.

CRANKS. 6 $\frac{1}{2}$ in. with 26 in. wheels.
7 in. with 28 in. wheels.

SADDLE. Brooks' B73.

PEDALS. 4 in. rubber.

FITTINGS. Tools, toolbag and inflator complete.

REFLECTOR. Fitted to rear mud-guard.

FINISH. Black enamel, bronze and red lining.

All-black finish without extra charge.

Raleigh-Chrome Plating, 7/6 extra.

Sturmev-Archer 3-speed gear with top tube control, 20/- extra; with handlebar control, 22/- extra.

Can be supplied with Eadie Coaster Hub and front rim brake only at an extra charge of 6/-



PRICE
£5 - 19 - 6

Net Cash
or 12 monthly payments
of 11/6



RALEIGH

THE ALL-STEEL BICYCLE

Popular Light Roadster

SPECIFICATION

For terms of guarantee see page 20.

Gradual Payment Forms may be had on application to the Company or any Agent.

FRAMES. 20 in., 22 in., 24 in., 26 in.
Low bottom bracket. 20 in. frames have parallel top tube.

WHEELS. 26 in.

TYRES. 1½ in. Dunlop. 1¾ in. optional.

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

HANDLEBARS. "North Road," upturned.

SADDLE. Brooks' B72.

PEDALS. 4 in. rubber or rat-trap.

FITTINGS. Tools, toolbag and inflator complete.

REFLECTOR. Fitted to rear mud-guard.

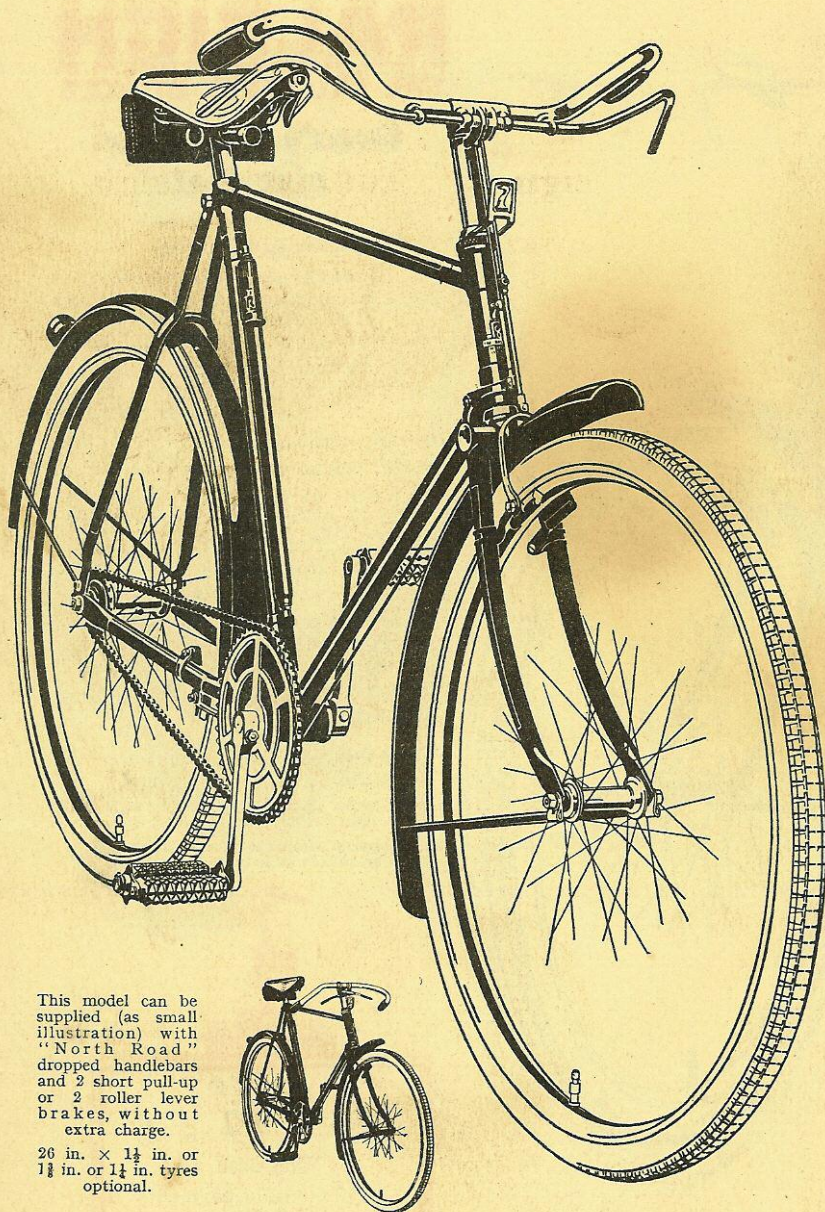
FINISH. Black enamel, bronze and red lining.

All-black finish without extra charge.

Raleigh-Chrome Plating, 7/6 extra.

Sturmey-Archer 3-speed gear with top tube control, 20/- extra; with handlebar control, 22/- extra

Can be supplied with Eadie Coaster Hub and front rim brake only at an extra charge of 6/-



This model can be supplied (as small illustration) with "North Road" dropped handlebars and 2 short pull-up or 2 roller lever brakes, without extra charge.

26 in. x 1½ in. or 1¾ in. or 1¼ in. tyres optional.

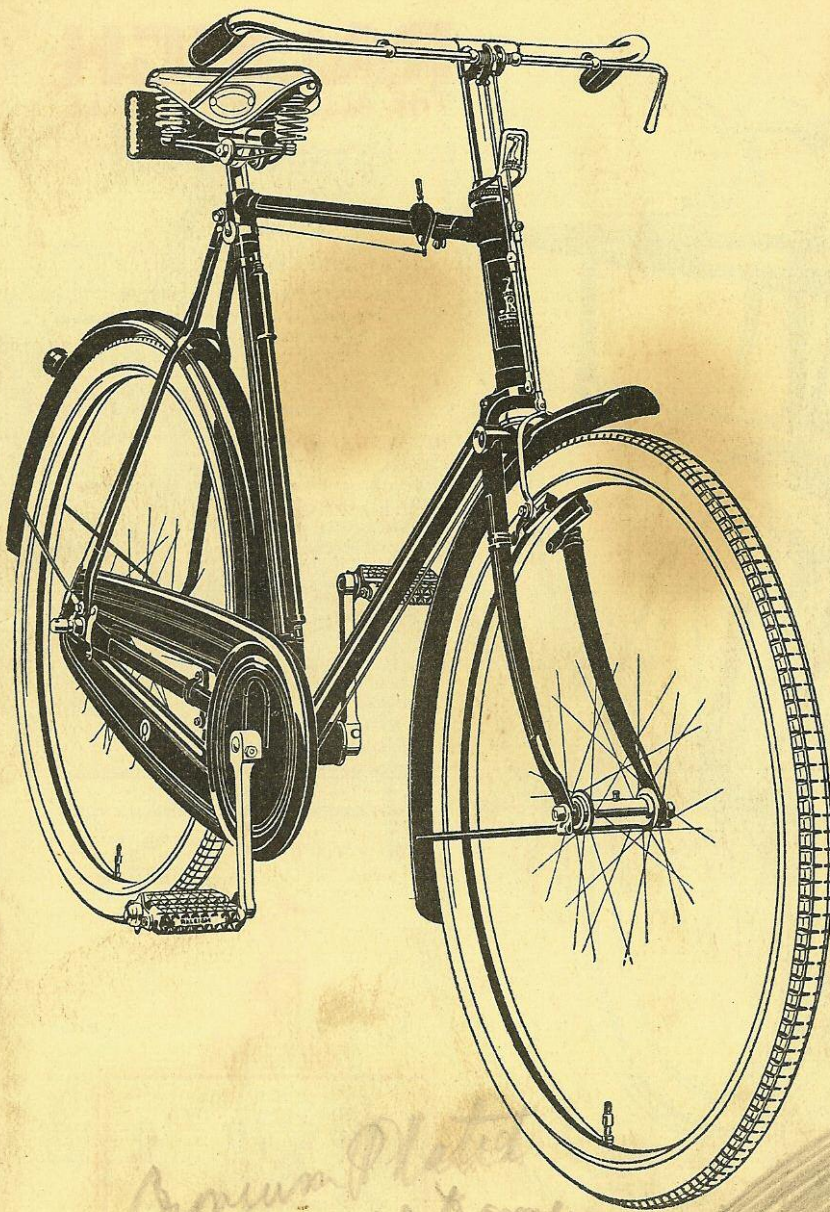
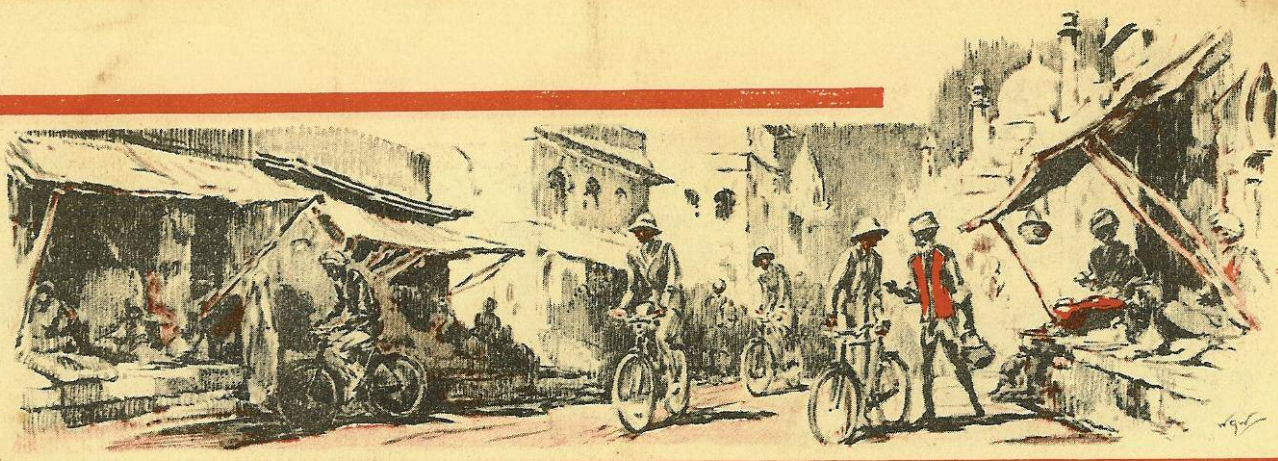


PRICE

£5 - 19 - 6

Net Cash

or 12 monthly payments of 11/6



RALEIGH

THE ALL-STEEL BICYCLE

Gent's 3-Speed Tourist Raleigh

SPECIFICATION

For terms of guarantee see page 20.

Gradual Payment Forms may be had on application to the Company or any Agent.

FRAMES. 20 in., 22 in., 24 in., 26 in.

Low bottom bracket.

WHEELS. 26 in. x 1½ in.

28 in. x 1½ in. optional.

TYRES. Dunlop.

GEAR. Sturmey-Archer 3-speed,

52 in., 69 in., 93 in. or as ordered.

CRANKS. 6½ in. with 26 in. wheels.

7 in. with 28 in. wheels.

GEARCASE. Raleigh patent detachable oilbath.

SADDLE. Brooks' B73.

PEDALS. 4 in. rubber.

FITTINGS. Tools, toolbag and inflator complete.

REFLECTOR. Fitted to rear mud-guard.

FINISH. Black enamel, bronze and red lining.

All-black finish without extra charge.

Raleigh-Chrome Plating, 7/6 extra.

Handlebar control to Sturmey-Archer 3-speed, 2/- extra.

A Lady's model is supplied at the same price.



PRICE

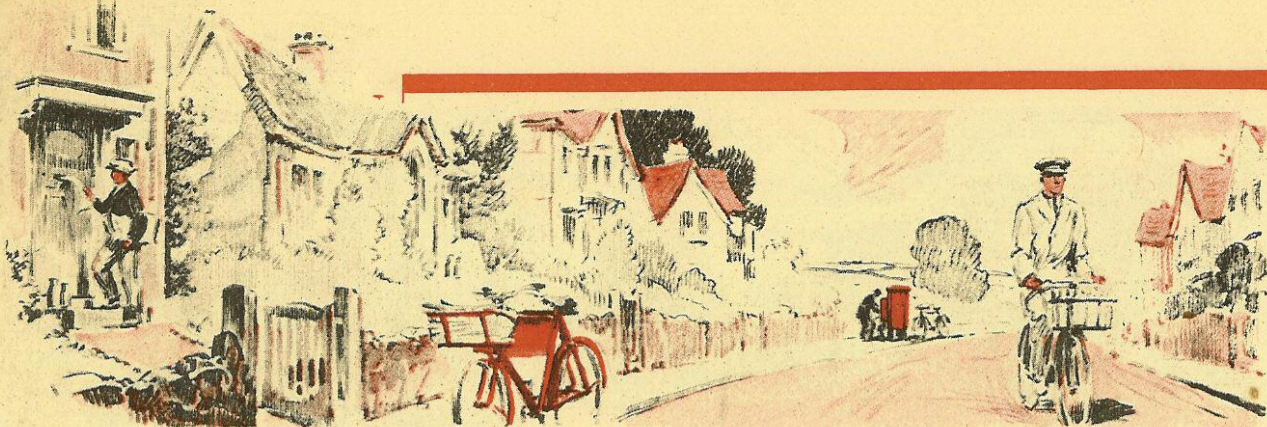
£7 - 17 - 6

Net Cash

or 12 monthly payments
of 15/-

*Chromed Plate
24 frame*

*Lucas Ch. all
Bar
Lamp Raleigh
1917*



RALEIGH

THE ALL-STEEL BICYCLE

Tradesman's Carrier

SPECIFICATION

For terms of guarantee see page 20.

Gradual Payment Forms may be had on application to the Company or any Agent.

FRAMES. 22 in. and 24 in. Low bottom bracket.

NAME PLATE. As illustrated, 30 letters each side free. A small extra charge for additional letters.

WHEELS. 26 in. \times 1 $\frac{1}{4}$ in.

TYRES. Dunlop Clipper Carrier.

GEAR. 66 in. free-wheel. 6 $\frac{1}{2}$ in. cranks.

SADDLE. Brooks' P205.

PEDALS. 4 $\frac{1}{2}$ in. rubber, Heavy.

FORK. Specially strengthened with girder supports.

CARRIER. Tubular, built to frame, 18 in. \times 12 in. 20 in. \times 14 in. carrier can be supplied at an extra charge of 3/6. Flat platform Carrier, 18 in. \times 12 in., complete with straps, but without basket, optional.

MUDGUARDS. Wide section with double detachable stays.

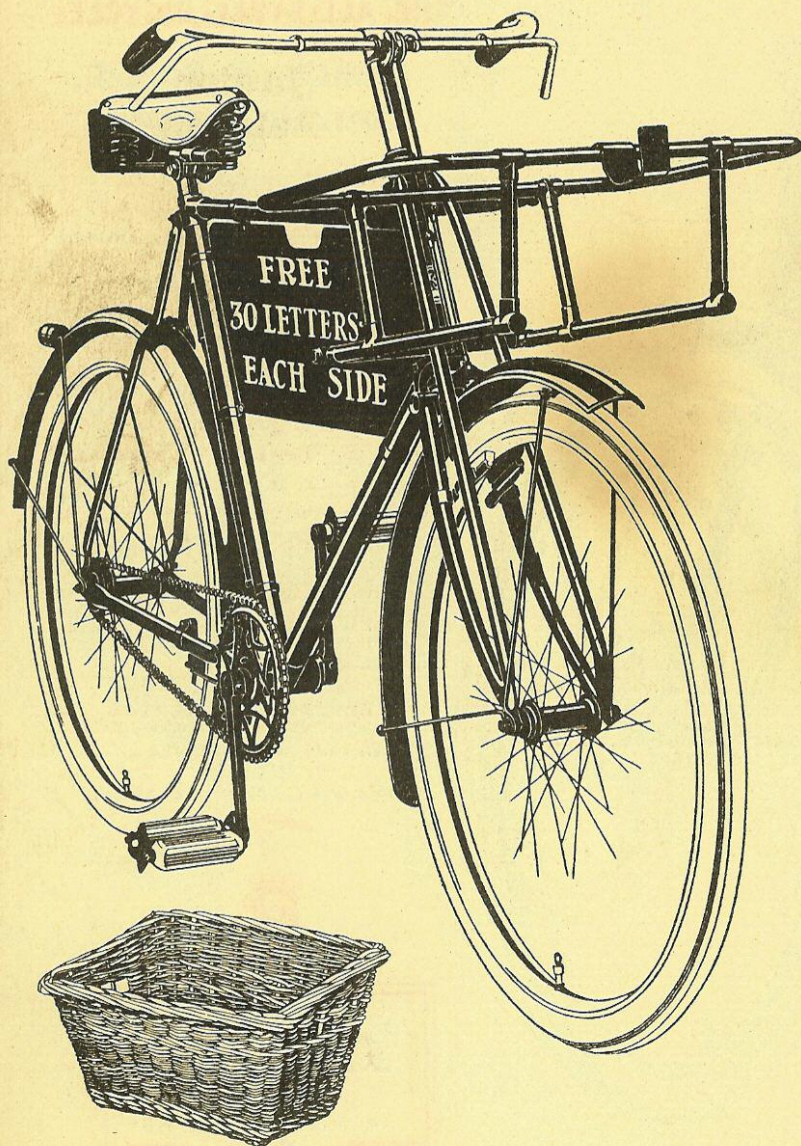
FITTINGS. Tools, toolbag and inflator complete.

REFLECTOR. Fitted to rear mudguard.

FINISH. Plain black, "All-weather."

Complete with basket as illustrated, without lid or handle.

Basket supplied with lid and/or handle at a small extra cost.

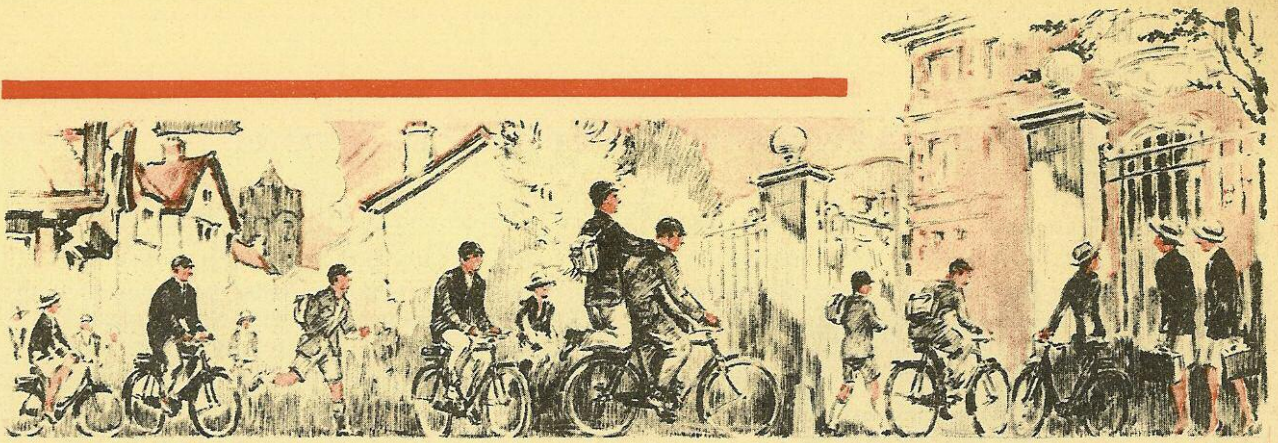


PRICE

£9 - 10 - 0

Net Cash

or 12 monthly payments
of 17/9



RALEIGH

THE ALL-STEEL BICYCLE

Junior Raleighs

SPECIFICATION

For terms of guarantee see page 20.

Gradual Payment Forms may be had on application to the Company or any Agent.

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. Brooks'.

PEDALS. 3 $\frac{1}{4}$ in. rubber.

CRANKS. 5 $\frac{1}{2}$ in.

REFLECTOR. Fitted to rear mud-guard.

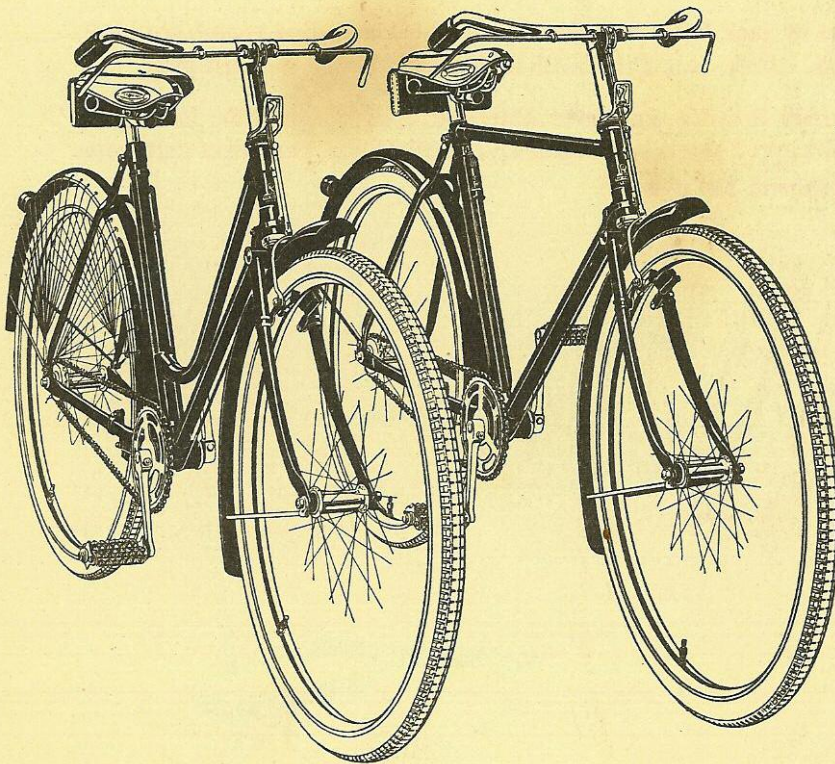
FINISH. Black enamel.

FITTINGS. Tools, toolbag and inflator complete.

Raleigh-Chrome Plating, 7/6 extra.

Sturmev-Archer 3-speed gear with top tube control, 20/- extra; with handlebar control, 22/- extra

Gearcase to girl's model, 6/6 extra.



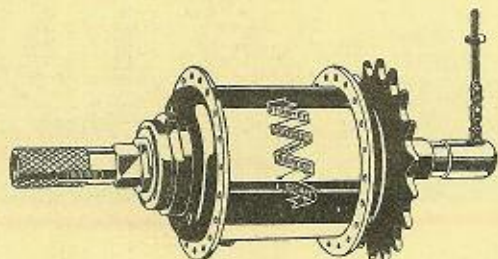
PRICE

£5 - 19 - 6

Net Cash

or 12 monthly payments
of 11/6

The Sturmey-Archer Gear



3-SPEED HUB

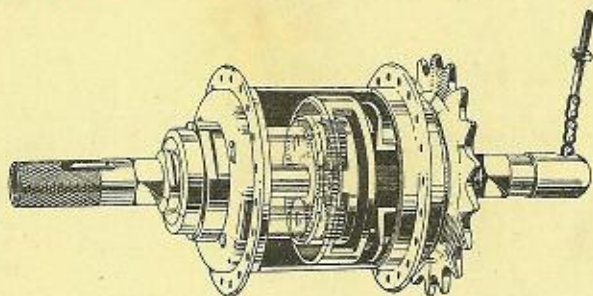
EVERY bicycle fitted with a Sturmey-Archer 3-speed gear is an easy riding machine, in fact, no bicycle is up-to-date that is not so fitted. With it you add two miles per hour to the average pace you go and every mile is more enjoyable, more exhilarating, because of far less riding effort. Gear changing with a Sturmey-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 Sturmey-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 Sturmey-Archer Gear.

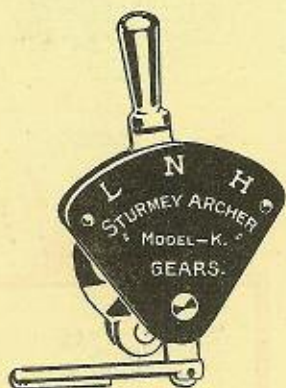
To anyone interested in this wonderful piece of mechanism, we are always glad to send illustrated literature on request, whether your mount is a Raleigh or not. Once you have tried a Sturmey-Archer 3-speed gear you will never go back to the hard-work single geared bicycle.

The Raleigh "Club" model ridden by Jack Rossiter in his sensational End-to-End record breaking achievement (August 22nd to 24th, 1929), was fitted with a Sturmey-Archer 3-speed gear.

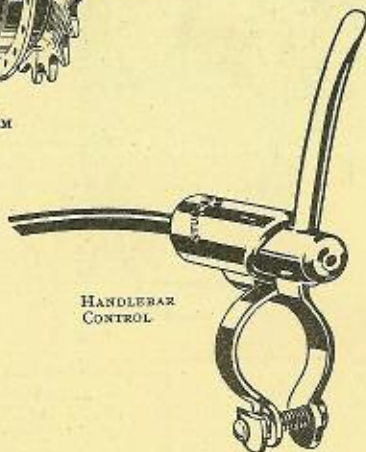
Throughout the whole of the journey Rossiter was never distressed, and no doubt, the intelligent use he made of the Sturmey-Archer 3-speed gear, especially when climbing Shap, The Ord of Caithness and Berriedale, enabled him to husband his strength.



SHOWING MECHANISM

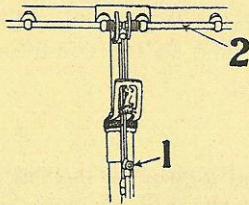


TOP-TUBE CONTROL



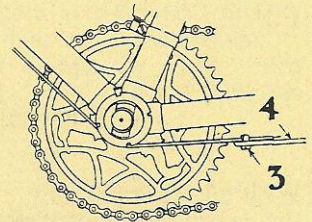
HANDLEBAR CONTROL

Hints on Adjustment



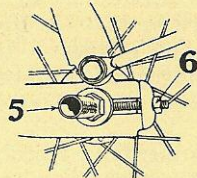
FRONT BRAKE.

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.



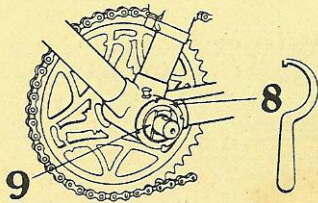
REAR BRAKE.

CHAIN. 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



CHAIN.

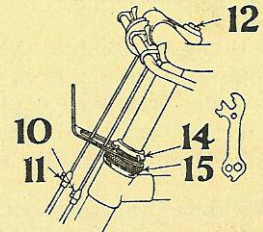
tighten both 5's and see that nuts 6 are well screwed up. Wheel should be exactly in centre and chain slightly slack with no "sag."



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.

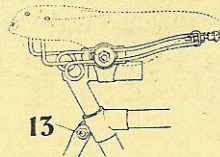
HANDLEBAR. Slacken brake coupling nuts 10 and 11. Unscrew expander bolt 12 three turns and knock downward. Then raise or lower bar. Screw 12 tight, then coupling nuts 10 and 11 and adjust brake pads as above.



HANDLEBAR AND HEAD.

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

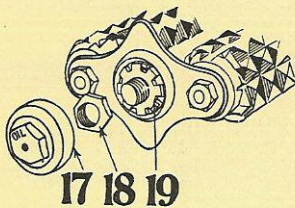
SEAT PILLAR. Loosen nut 13 and twist saddle to required position up or down.



SEAT PILLAR.

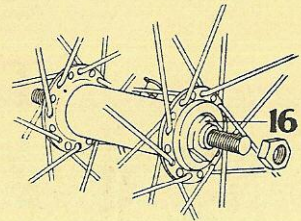
Leave at least 2½ in. in socket and then lock up nut 13.

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



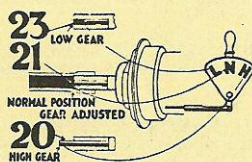
PEDALS.

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.



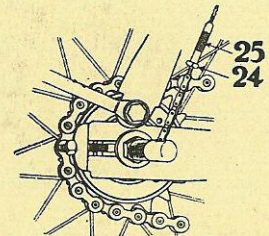
WHEEL BEARINGS.

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.

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

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 main-

taining 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.

Hindustani.

ریلی بائیسکل - یہ ایک ہی بائیسکل ہے جو صرف فولاد سے بنایا جاتا ہے - ہمیشہ کی ضمانت .

Italian.

La biciclétta Raleigh è la única nel móndo costruita interaménte di acciáio, ed ogni máchina è guarentita per sèmpre.

Japanese.

付 久 れ し 鐵 の る に は 自 ラ
な 保 も て 製 總 唯 於 世 轉 レ
り 證 永 何 に 鋼 一 け 界 車 イ

Jugo-Slav.

Velosiped Raleigh je jedini na svetu koji je ceo izradjen od čelika, i svaki velosiped je potpuno zagarantovan.

Latin.

Bicicleta quam Raleigh vocant, unica ab acie tota facta in orbe terrarum est, et qua machina in aeternum durabilis.

Malay.

Raleigh. Kareta lereng sadja di-doenia terboeat dari badja sakali, dan di-kasih sama kareta masing-masing tjagaran sa-lama-lamanja.

Norwegian.

Raleigh cykel er den eneste cykel i verden som tilvirkes helt av staal, og hver maskine garanteres for altid.

Persian.

دو چرخه رلی فقط دو چرخه ایست در دنیا تماماً با فولاد ساخته شده و هر ماشین یعنی دستگاہی برای ہمیشہ گارانتی شده است -

Polish.

Raleigh jest jedynym rowerem ze stali. Gwarantuje sie na zawsze.

Portuguese.

A bicycletta Raleigh é a unica bicycletta no mundo inteiramente construida de aço, e cada machina está garantida para sempre.

Rumanian.

Bicicleta Raleigh este singura bicicleta din lume, construita în integritate din otzel, și fie-care masina este garantată pentru totdeauna.

Russian.

Raleigh, единственные велосипеды построенные исключительно изъ стали и каждая машина гарантирована навсегда.

Siamese.

รถจักรยาน ราเลย์ เป็น รถ ชนิด เดียว ใน โลก ซึ่ง ทำ ด้วย เหล็ก กล้า. เครื่อง อาไหล่ ทุก ๆ ชิ้น รับรอง ได้ ว่า ทน ทาน จริง.

Spanish.

Raleigh. La única bicicleta en el mundo que esta construida toda de acero. Se garantizan los ciclos Raleigh sin limite de tiempo.

Swedish.

Raleigh velocipeden är enda velocipeden i världen som tillverkas helt och hållet av stål, och varje maskin garanteras för alltid.

Turkish.

رالی بیسکلتری تمامیه چلیکدن اعمال اولنان دینامک یکانه بیسکلتریدر. ماکنه لریمز هر دائم ایچون غارانتیدر.

Yiddish.

דער ראווער (פארראד) Raleigh איז דער איינציגער אין דער וועלט וואס איז געבויט פון שטאחל. יעדע מאשין איז גאראנטירט אויף אייביג.

English.

The Raleigh is the only bicycle in the world built entirely of steel, and every machine is guaranteed for ever.

Gaelic.

Raleigh. An roth-rathad an t-aon ann an domhan stàilinn gu léir agus is urras aig a'h-uile charbad gu bràth.

Welsh.

Raleigh. Yr unig feiscl yn y byd sydd wedi ei wneud yn gyfangwbl o ddur, ac fe'i gwarantir am byth.

Irish.

Raleigh. An t-aon sagas rothair ar domhan a dheintear as cruaidh ar leithligh, agus gach ceann aca deimhnighthe go deó.

Arabic.

البايسكل الراجيغ هو الوحيد في الدنيا مشغول كله من حديد (استيل) وكو فرد من مكينة هيه متكفله (بكرتي) نل ايد .

Austrian.

Raleigh. Sämtliche Bestandteile dieses Rads sind aus bestem Stahl konstruiert und ist die Garantie permanent.

Bulgarian.

Велосипеда Ралеј е единствения в света пџџло изработенъ отъ стомана и вџџка машина е гарантирана за винаги.

Chinese.

世管器而造風 (RALEIGH) 只普
到可各用車 拉 天
萬保機鋼全 里 下

Czech.

Raleigh je jedinečné kolo na světě vyrobené z ocele a každý stroj je zaručen jednou pro vždy.

Danish.

Raleigh Cykel er den eneste Cykel i verden som fabrikeres helt af Staal, og hver Maskine garanteres for evig.

Dutch.

Raleigh. De eenige fiets die geheel van staal vervaardigd, en zonder tijdgrens gegarandeerd wordt.

Egyptian.

الراجيغ هو الوحيد البايסקيت في الدنيا معمول من حديد (استيل) وكو فرد من مكينة هيه متكفله (بكرتي) نل ايد .

Esperanto.

La biciklito Raleigh estas la unika en la mondo tute konstruata je ŝtalo, kaj ĉiu maŝino estas por ĉiam garantiata.

Finnish.

Raleigh on ainoa moottoripolkupyörä maailmassa joka on kokonaisuudessaan tehty teräksestä ja joka kone on taattu ainaseksi.

Flemish.

De Raleigh is the eenige rijwiel ter wereld, heel van staal met eene waarborg voor altijd.

French.

Raleigh. La seule bicyclette au monde construite entièrement en acier et garantie pour toujours.

German.

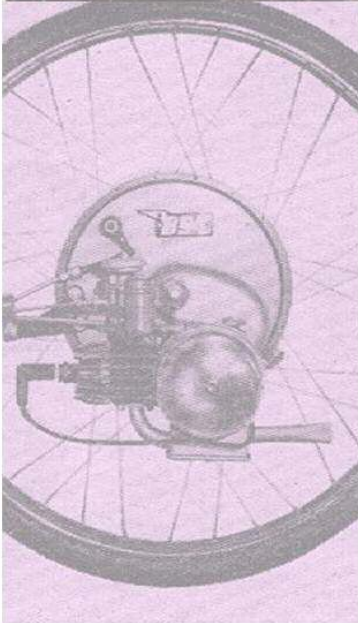
Raleigh. Das einzige Fahrrad ganz aus Stahl hergestellt, das mit einer Garantie ohne Zeitbeschränkung geliefert wird.

Greek.

Τὰ ποδήλατα Ράλεϋ εἶνε τὰ μόνα κατασκευασμένα ἐξ ὀλοκλήρου ἀπὸ χάλυβα, καὶ κάθε ποδήλατον εἶνε πάντοτε ἠγγυημένον.



IceniCAM Information Service



www.icenicam.org.uk