

Raleigh's new 20-acre factory

Advance impressions of extensions which Field-Marshal Montgomery will open on September 11—Dealers will see 1958 models on Earls Court stands

WHEN 2,000 guests—including many representatives of the retail cycle trade—visit Nottingham on September 11, to witness the opening by Field-Marshal Lord Montgomery of the new 20-acre Raleigh factory in Orston Drive, they will see the world's largest and most advanced self-contained cycle works extended to 63 acres. Additionally, in one of the vast new workshops, dealers will be able to examine the latest 1958 models in Raleigh, Rudge, Humber and Triumph marques, together with new BSA bicycles, and Sturmey-Archer gears and Dynohub lighting-equipment, on actual stands, as used at Earls Court.

Traders will be entertained to lunch also in one of the extensive halls at Orston Drive which will be in use in the future to keep up with the demand for Raleigh and Sturmey-Archer products. During a trade Press preliminary tour of the new factory last week, the "Trader" experienced something of the great activity that has been going on for months to ensure that the official opening and dealers' tours of the extensions next Wednesday week proceed according to plan. The whole impressive project is a striking testimony by Raleigh Industries Ltd. to the company's faith in the future bicycle and cycle-accessory demand, not only in the British market, but overseas as well. The new plant and the new methods that will be employed will result in still more efficient design, production, and finish, of a quality and scale that no other country will be able to approach, let alone to equal.

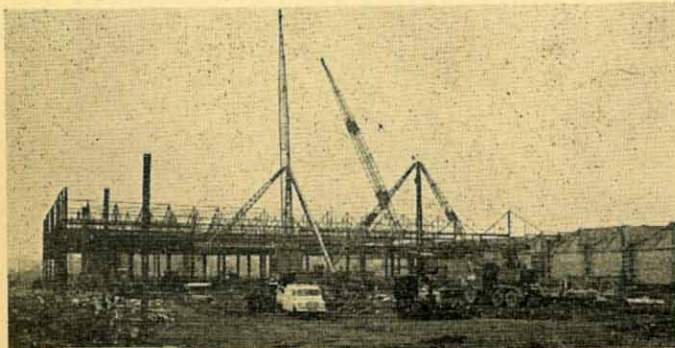
The last great expansion in factory space at Raleigh took place in 1952, when HRH The Duke of Edinburgh opened the Triumph Road works, which cover 10 acres. The Orston Drive extensions, however, are even more remarkable in their spaciousness and in their modernity. They are situated to the west of Triumph Road, between Wollaton Road and Derby Road, the two main outlets from Nottingham towards the west. Between the main

entrance to Raleigh Industries in Lenton Boulevard and the western limit of the Orston Drive extensions, there is now a distance of well over half a mile from east to west covered by Raleigh works. With some 7,000 employees, Raleigh Industries Ltd. is the largest engineering employer in Nottingham.

The Orston Drive factory has a total length of 1,690 feet, and an average width of 410 feet. It is largely of single-storey construction. The parts that house the materials receipt, despatch and loading docks have 25-foot headroom clearance, and are fully served with cranes. The forge and the hardening shops have 30 feet clear height.

The building is of steel-framed construction, and the greater part of the roof is spanned by north-light roof trusses. There is a system of under-floor ducts to carry cables and liquids, and to act as a passage for extraction-ventilation. The floor of the building is of reinforced concrete, generally paved with granolithic surface, although the plating shop is paved with acid-resisting bricks on a membrane of acid-resisting asphalt. The external brick-walls are faced with rustic bricks.

Modern heating and ventilation is on the plenum system, filtered and heated air being blown into the factory at high level and then extracted at low level. The factory has a separate boiler-house.



RALEIGH No. 3 FACTORY—How it looked in October of last year—the great progress since made is seen in the picture on the opposite page.

A LIMITED IMPRESSION of the vast new Raleigh extensions is provided by this illustration of one of the bays — taken during this summer.



The eastern section of the factory is constructed partly over the site of the abandoned and filled-in Nottingham Canal.

To give a further impression of the magnitude of the project, Raleigh provided the following figures relating to materials used in the building of the Orston Drive (No. 3) factory: Seven million bricks, 4,500 tons of sand, 6,000 tons of gravel, 24,000 cubic yards of concrete, 3,000 tons of structural steel, and 1,000 tons of reinforced steel.

The main departments, when the extensions are completed, will consist of: Case-storage, 11,000 square feet; assembly, 41,000; pre-assembly, 13,000; machine-shop, 70,000; plating-shop, 90,000; auto-shop, 97,000; and steel-stores, 16,000.

During last week's visit, the "Trader" saw that much of the automatic plating plant had been installed, together with batteries of machine-tools. When dealers tour the No. 3 factory on September 11, the plant will have assumed an appearance closer to its final one, but the full installation of conveyors and machinery will not be completed for some time.

Those dealers who visit Raleigh for the opening ceremony are certain to be impressed by the modernity of the No. 3 factory and by its vastness—and impressed, too, by the whole-hearted efforts of Raleigh Industries to ensure that the day of the ceremony to be performed by Field-Marshal Montgomery will be a most memorable one in the annals of the British cycle industry.

Raleigh spares and service depot moved

Earlier this month, the spares and service department of Raleigh Industries Ltd. was transferred to a new one-acre building at Wollaton Road, not far from Orston Drive. The department is now entirely separate from any of the three main works, and employs a staff of 150 totally.

The department is spacious and bright.

Movement of the spares-bins is done by fork-trucks and other mechanised means, and there is ample room for regulated expansion.

The improved facilities that have been installed enable better collation of parts and less possibility of damage to goods.

"This new location and improved layout for our spares and service department will enable Raleigh to maintain even more fully its name for ensuring after-sales service," said G. T. H. Butler, who continues in charge as Raleigh service manager.

Dealers are advised that they should continue to draw spares and maintain service through their local Raleigh depots, which will sustain the closest co-operation with the new service department at Wollaton Road.

Moto Gilera Concessionaire

The Motor Imports Co. Ltd., of 158 Stockwell Road, London, S.W.9, announces that it has been appointed as British concessionaire for Moto Gilera, of Italy.

The retail price of the 175 c.c. model, including tax, is £199 19s. 6d.

Hercules in Cardiff film contest

By arrangement between Hercules and B. T. Hill and Company, of 112 Bridge Street and 26 Mill Lane, Cardiff, a Hercules New Yorker was ridden by attractive contestant Margaret Williams in a competition film recently shown at the Park Hall Cinema, Cardiff.

In this film, 10 girls were each shown using a different product, a ballot deciding which girl appeals most to patrons of the cinema and therefore wins a free trip to Jersey, an Island in the Sun.

The competition film was a propaganda effort by the cinema to popularise the noted film "Island in the Sun" which, of course, deals actually with the West Indies and the Caribbean.

CWS development at Crawley

Current CWS notes report that the Society, in agreement with local co-ops, recently opened at Crawley New Town a shop to handle bicycles and electrical home supplies on modern lines. The move has CWS finance and experience and factories behind it, to compete effectively with the multiples in the area.

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