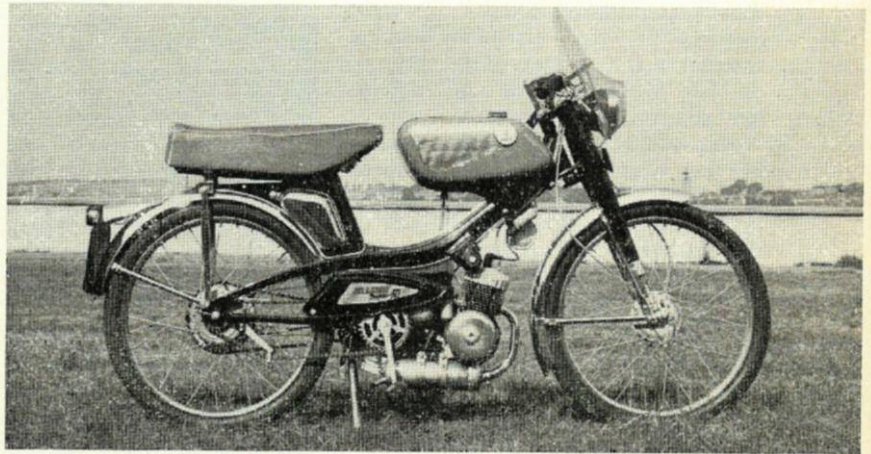


MOST mopeds are used simply as safe, reliable and economical means of transport and most moped riders are men or women of mature years who want only those qualities coupled with comfort and quiet running, but there are others. In particular there are the youngsters, most of them on their first powered machine. They need safety and reliability but they also want rakish looks and a lively performance and it was for this corner of the market that the *Raleigh RM.12* was designed.

All the main components are the same as those used on the rest of the successful *Motobecane* based range, but the engine has been pepped up by raising the compression ratio to 9 to 1 to give a net 2.66 b.h.p. at 5,600 r.p.m. It is an all alloy unit with chromed bore, automatic clutch and expanding pulley variable gearing.

The appearance of the machine is quite different from any of the other models in the range or, indeed, any other mopeds on the British market. The fuel tank is mounted behind the steering head and extends back far enough to provide a firm knee grip, motor cycle style. The handlebars are of the sporting type, well dropped. There is a narrow dualseat that is designed for alternative riding positions rather than passenger carrying, and a small flyshield fitted as standard makes the lying down position practicable. In fact the *RM.12* looks like a lightweight sports motor cycle in every way except that it is fitted with pedals.

Telescopic front forks and a rigid rear end to the pressed steel frame make for quick handling rather than bodily comfort and the riding position involves some forward lean that is definitely in the sporting category. Tyres are *Dunlop* 23-inch x 2-inch and both wheels have well finned drum brakes, hand operated. As with all



A bike designed for the teenager

these models the external H.T. coil is encapsulated in white rubber and mounted below the main frame beam, while the *Novi G.11* flywheel provides a 17-watt lighting output.

Flyer

Starting these machines may be effected either by kicking over with the moped on its stand or by pedalling away, but on the *RM.12* the decompressor *must* be used to cope with the high compression ratio. Starting was easy and certain throughout the test and the engine will pull away immediately. There is a little mechanical noise when pulling away from a cold start due to the light alloy cylinder and the needle roller small end, but as soon as things warm up the unit becomes mechanically quiet and the power output is very lively indeed.

Acceleration is noticeably brisk for any 50 cc. unit and, if the throttle is held open, the revs mount rapidly as the automatic gearing brings up the speed of the machine to match. We left most normal car traffic standing from

traffic lights and reached a maximum not far short of 40 m.p.h. quickly and easily, though hardly quietly.

This power output serves well when climbing if the speed can be maintained but a slow start on a real hill makes the clutch work hard and it is not easy to get up into the useful part of the rev range without some lively pedal assistance.

Although it can be driven reasonably smoothly and quietly if the throttle is handled gently, the *RM.12* does make its presence obvious when the performance is being used. The engine note is by no means unpleasant and there is little of the "spit and bang" fuss that is sometimes an unpleasant feature of sports two-strokes, but it can be heard. Similarly, it can be felt by the rider. There is distinct vibration from 20 m.p.h. upwards, felt through both saddle and handlebars.

Of the comfort standards in general it can only be said that this is a matter of taste and personal inclinations. Our regular testers are men who appreciate smoothness in engines and a soft ride from the suspension systems.

The Raleigh RM12

These we did not get. However, as this is a rather special machine we tried it out on experienced teenage motor cyclists and they loved it. They declared themselves quite comfortable in the forward inclined riding position demanded by the dropped handlebars and they did not regard the vibration as serious enough to detract from the enjoyment of riding. The exhaust note, if anything, seemed to be an additional attraction as being in keeping with the above average performance.

The same division of opinion existed over the lack of rear springing. The youngsters, it appears, do not need it and did not regard it as in any way worth bothering about or paying for. We can only say that we found the ride hard and not made less so by the rather narrow dualseat.

Steering and roadholding are very good as on all the *Raleigh* mopeds and wet roads presented no special problems. We found the brakes adequate in overall power and smooth and progressive in operation, but we would frankly prefer a more powerful stopper on the front end in a machine with such a lively performance.

No troubles were experienced throughout the test, but a run over with the spanners provided suggested that accessibility is a good point and that all normal rider maintenance should be easy. The 15-watt direct lighting is well up to moped standards and switchgear convenient to use.

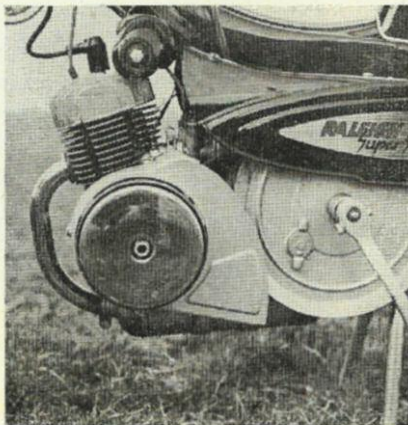
Special market

We have made the point that this machine is designed specially for the teenage market and we would stress this. Any attempt by dealers to push this model on to more ordinary customers will be bad for everybody, but the young riders for whom it was designed like it and will buy it.

Appearance has been carefully considered to give a smart but not too flashy image. The black frame is well



The light green fuel tank takes 12½ pints



The alloy engine with automatic gearing

set off by the dualseat and fuel tank in light green, the former with white beading and the latter with silver

panels. The domed mudguards are chrome plated as, of course, are the wheel rims. The whole effect is definitely eye catching and our check among young riders shewed that they were unanimous in their approval. This model is a flyer among mopeds and she looks it.

Quite frankly our own impressions were not so favourable and we repeat that this is no machine for the normal everyday rider, but the report of our regular teenage tester after his first ride was "She's a little peach" and we can say no more of the *RM.12* than that.

SPECIFICATION:

ENGINE: Bore: 38.97 m.m., stroke: 41.8 m.m., 49.85 c.c. capacity, 9:1 compression ratio. Cylinder of aluminium alloy, roller bearings to big and little ends, output: 2.66 b.h.p. at 5,600 r.p.m.

CARBURETTOR: *Gurtner*, main jet 25.

FUEL TANK: 12½ pints capacity.

IGNITION: Flywheel magneto generator, *Novi* with external H.T. coil.

ELECTRICS: Head and tail lights supplied direct from flywheel mag/gen. (16 volts 15w. head and 6 volt 3w. rear). Electric horn.

TRANSMISSION: Automatic clutch with automatic gear change. Overall gear ratio: infinitely variable between 11.1:1 and 19.9:1. Primary belt drive between 2.78 to 4.98 to 1. Chain final drive 4:1.

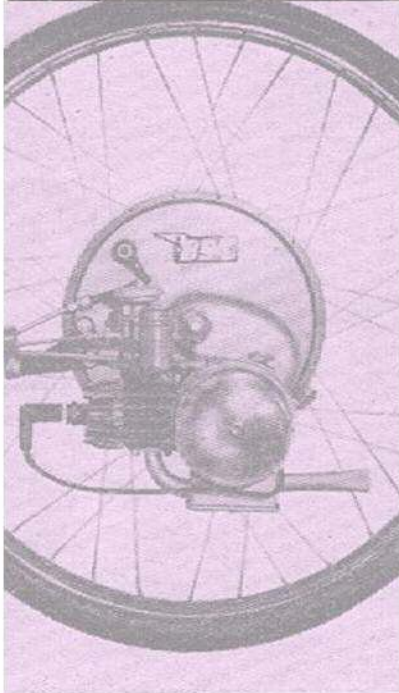
SUSPENSION: Telescopic front and rigid rear. FRAME: Pressed steel. TYRES: 23 in. x 2 (front 24 p.s.i. and rear 41 p.s.i.). BRAKES: Internal expanding shoes, front 80 m.m. and rear 100 m.m. DIMENSIONS: Height: 2 ft. 11 in.; width: 1 ft. 10½ in.; wheel base: 3 ft. 8 in.; overall length: 5 ft. 10 in. WEIGHT: Dry 102 lbs.

EQUIPMENT: Speedometer, electric horn, tool kit, centre stand, tyre pump, number plates, dual seat, fly screen.

PRICE: £87 19s 6d. (Including Tax).

MAKERS: Raleigh Industries Ltd., Nottingham.

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