

THE RALEIGH MOPED

The latest clutch-equipped model from the Nottingham factory giving better performance and even easier starting

WITH the spring comes the news that Raleigh have taken yet another step forward in the moped market by introducing the clutch-equipped version of their now-famous single-speed Sturmey Archer-engined machine first presented at Earls Court in November, 1958. Not only has this the luxury of a sturdy countershaft clutch, with handlebar operation, but Raleigh have also gone to the trouble of providing an effective coupled brake system, and have incorporated the latest silencer modifications which, compared with the prototype Raleigh, have given an increment in low-speed pulling power.

The new model is not yet in the shops, but is expected to be so next month, so this is very much a "pre-view" test.

On The Stand

Previous Raleighs have had to be pedalled away, but this new version can be started on the stand. The drill is to leave the clutch engaged, and kick the engine over, using the decompressor. As it fires, the clutch is pulled out, and the lever held in place with the built-in catch. The model can then be taken off the stand, and got under way with a combination of clutch-slip and pedal power. As an alternative, of course, one can still use a pedal start. Either way, the machine is one of the quickest and most reliable starters that I have ever known.

The comfort of the Raleigh is a point upon which I have commented before, but I make no excuses for doing so again. The folk at Nottingham really have this question of riding position fully weighed up, and I can recall few machines which would surpass this one in sheer comfort on a long trip. Another British firm—Lycett, the saddle makers—must take their due measure of credit, too, for the rubber-topped, cantilever-sprung seat is the equal of

Pleasing lines plus outstanding economy are features of the latest Raleigh.

anything the Continental makers have so far produced.

Even without a clutch, the Raleigh is a handy enough machine in traffic. With it, it becomes one of the best of mounts on which to tackle conditions such as those in London's West End. At halts, the drill is to engage the catch to hold the clutch out. As the lights change, or the jam condescends to move a little, one simply pedals away and, at the same time, pulls the clutch back a little. This frees the catch, the clutch can then be released, and the motor takes over.

Easy Braking

Braking, of course, is supremely simple. Both brakes are operated by one lever, mounted on the right handlebar. Pull this lever, whip out the clutch, and your Raleigh comes to rest. That's luxury braking for you! To comply with the Law, there is a separate rear-brake lever below the clutch control. I found the combined lever rather stiff to apply—a longer lever would be an improvement—and soon found that this could be eased by using both levers at the same time if the clutch was not required.

I liked the machine so much that I took it for a long afternoon run, which included traffic, open road, by-roads, climbs and descents. It behaved perfectly, cruising at pretty well its maximum speed; whipping up to 35 m.p.h. or so downhill; slogging its way uphill with determined energy. In the past I have criticised the Raleigh gearing. It still feels on the high side, but there is no doubt that this latest version has the heels of the earlier model when it comes to climbs. Only gentle pedalling was required on most of the hills I encountered, and the model was noticeably faster on our test hill, to the tune of nearly half a minute.

Economy? The Raleigh is one of those rare "170-m.p.g. overall" machines. Road-holding? All you would expect from a factory which built bikes for Reg Harris. Finish? Of Raleigh standard. Can one say more?

On the model under test, panniers were fitted and these, together with the standard luggage rack and the small carrier bag containing the tool kit gave a carrying capacity better than that of many scooters. With this excellent de luxe version on offer, Raleigh have now no need to fear any competition which may materialise in this, their chosen sector of the moped field.

CENTAUR.

Performance

Speed:			
Maximum, 28 m.p.h. in 30 sec. from rest.			
Flying 1/10th. mile, 27 m.p.h.			
Standing 1/10th. mile, 18.5 m.p.h.			
Acceleration:			
0-10 m.p.h., 4 sec.		0-20 m.p.h., 14 sec.	
0-15 m.p.h., 7 sec.		0-25 m.p.h., 25 sec.	
Economy:			
At 20 m.p.h., 162 m.p.g.		At 30 m.p.h., 134 m.p.g.	
Hill Climbing:			
Time for hill, 2 min. 8 sec.			
Pedal assistance required from 0.17 miles.			
Test hill 0.5 miles long; max. gradient 1 in 10;			
average gradient 1 in 16.			
Braking:			
Front	Rear	Both	
At 20 m.p.h.	Not applic.	Not applic.	29ft.
At 25 m.p.h.	"	"	43ft.
Peddalling:			
Comfortable pedalling speed, 7 m.p.h.			
Tester's rating: easy to pedal.			
Tester's Weight: 200lb.			

Specification

Engine: Sturmey-Archer two-stroke: 38 mm. bore x 44 mm. stroke = 49.9 c.c.; c.r. 6.2 to 1; 1.3 b.h.p. at 4,300 r.p.m.

Gearbox: None. Clutch embodied in countershaft; belt primary and chain final drives; separate pedal-gear; pedal starting.

Frame: Brazed and bolted tubular frame, open pattern; Raleigh front forks; rigid rear end.

Tank: 6½-pints capacity.

Lights: Front and rear lamps fed by flywheel magneto-generator; standby battery lighting.

Wheels and Brakes: Both brakes 3¼-in. internal-expanding; coupled operation, with auxiliary rear brake lever; chromium-plated rims and rust-proof spokes; 2.00-in. x 26-in. Dunlop tyres at front and rear.

Equipment: Bulb horn; saddle bag; Shuresta centre stand; luggage carrier; number plates; in-built licence holder; tyre pump.

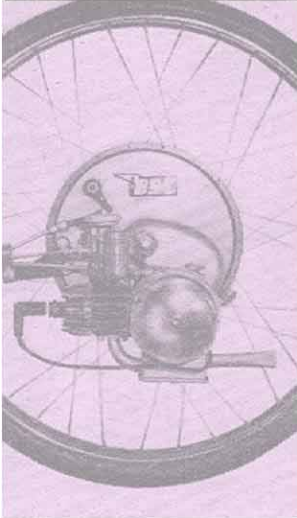
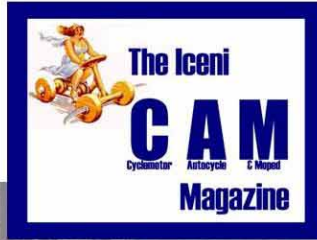
Finish: Duo-tone grey enamel, with chromium-plated details.

Weight: 88lb.

Makers: Raleigh Industries Ltd., Lenton Boulevard, Nottingham.

Price: £53 0s. 6d. inc. P.T.

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