The World of Wheels

The mopeds in action (Harris nearest camera) at Goodwood.

ROUND THE CLOCK RALEIGHS

Three mopeds in successful 24-hour test at Goodwood

THERE are very few manufacturers indeed who are prepared to expose their products to the searching test of an Auto-cycle Union-observed trial, and fewer still who would be prepared to consider doing so with a machine which is only at the start of its development life. The successful completion by three Raleigh mopeds of a 24-hour non-stop reliability test at Goodwood last Wednesday and Thursday was, therefore, not just a convincing demonstration of the powers of this new all-British machine, but was also—perhaps, even, mainly—an eloquent testimonial to Raleigh's unbounded enthusiasm and their faith in this, their latest product. Had it failed, it would have done so in the full glare of publicity; its success, then, must be all the sweeter for its sponsors.

The Goodwood motor circuit, near Chichester, Sussex, is on the site of the war-time Westhampnett fighter aerodrome, with the old perimeter track—resurfaced with carefully-laid, non-skid asphalt—forming a circuit of just over two miles to each lap. Situated on the Sussex coastal plain, it is flat and low-lying, and at this time of year subject to fog. The test period was no exception. The first three of the team of riders (working 2 hours on and 4 off, and including Reg Harris) were sent on their way at 2 p.m. on Wednesday afternoon, in brilliant sunshine, but with the coming of dusk mist began to accumulate over the nearby Downs, and by the time the lights were switched on the riders were contending with a thickening, swirling, fog.

These conditions persisted until 2 a.m. on Thursday, when the mist began to clear, to give way to a chill, starlit night, with a biting chill rising from the damp clay of the plain, and even the coming of daybreak brought little relief from the cold, since the morning proved to be dank and overcast, with little wind to clear the cloud, which hung only a few hundred feet above Goodwood.

Throughout the night, the three mopeds had circulated steadily, halting to schedule every two hours for a change of riders, and for the tanks to be swiftly replenished with standard B.P.-Zoom petroil mixture from the two dispensers placed in the control area by the pits. Supervised by Lew Ellis, of the B.P. organization, the pit crews were able to refuel each machine and send it on its way again within half-a-minute, while the vigilant A.-C.U. observers — who had been dogging the riders' tracks in the attendant cars to ensure that there were no unscheduled stops or repairs—kept a watchful eye on the refuelling, to ensure that only the standard mixture of commercial-grade B.P., plus B.P. two-stroke oil, was provided, and that no running adjustments were made.

Of the three machines, two were concerned solely with demonstrating reliability; the third — distinguished by its red-taped markings—was running at a faster rate, with the object of recording the greatest possible mileage, and not until the test was well on the way to completion was its rider instructed to slow the pace a little.

At the final stop, just before noon on Thursday, Reg Harris led the riding team, and for the last two hours of the event the three mopeds circulated in close order. As the hands of the control office clock ticked round towards 2 p.m. the enthusiasm in the Raleigh camp (which had scarcely been muted, despite the fact that many of the watchers — including Homes Sales Director J. E. Harrisson—had been on their feet all the previous day and throughout the night as well) rose almost to fever pitch. Circulating anticlockwise, the three mopeds purred up to the line; the chequered flag dropped; the A.-C.U. timekeeper clicked his watch, and what is possibly the most convincing demonstration of moped reliability yet attempted was over.

Straight away, two of the machines—those bearing white and blue markings—were whisked into the Control and their engines stripped for examination and measurement by the A.-C.U. scrutineer, while the hard-worked "Red" model was put through additional speed, acceleration and braking tests.

Provisional figures issued later showed that the "Red" machine—running at its higher schedule—had completed 643.3 miles in 24 hours, an average of 26.8 m.p.h. In doing so, it had returned an average fuel consumption of 174 m.p.g., and upon being stripped proved to have been perfectly carburated. Of the two others, the "White" model had covered 627.9 miles at 26.2 m.p.h., with an average consumption of 183 m.p.g., but examination showed that this engine had been running weak and hot, with a soft, white deposit in the combustion chamber and exhaust port. The third machine had covered 623.1 miles at 26 m.p.h., and—carburated rich—returned 163 m.p.g. Thus the average for the three machines, over a total of 1,893.3 miles, was 173.3 m.p.g. at 26.3 m.p.h.

During the speed tests, timed by A.-C.U. timekeeper J. McNulty, the "Red" moped averaged a mean of 30 m.p.h. over a two-way run of the Goodwood measured mile, with a flying start, and gave a one-way speed of 30.7 m.p.h. From a standing start it averaged 27.6 m.p.h. over the two-way run, with a highest one-way speed of 28.2 m.p.h.

Braking tests carried out on this machine, from a speed of 20 m.p.h, resulted in a 17½-foot stop with both brakes. With the rear brake only in use, the distance taken was 26-feet 5½-in.; with the front brake only 29-ft. 6-in. All figures are subject to the official confirmation of the A.-C.U.

Throughout the 24 hours, none of the machines experienced mechanical trouble; there were no cases of plug whiskering; and only one slight adjustment was required—to remove a little dirt from the contact point of one of the lighting sets. A convincing, as well as a courageous, demonstration; however, Raleigh Industries Ltd. are already planning an even tougher and more spectacular test for their machine—a two-machine run from Cape North, on the Arctic Circle, to the Cape of Good Hope, on the southernmost tip of Africa. Their enthusiasm is commendable. Let's hope it is also catching!

That the market in Britain was now close to the Continental stage, where potential moped users outnumber likely cycle customers, was an opinion voiced by Raleigh Industries Ltd. chairman and managing director, George H. B. Wilson, at the official launching ceremony of the Raleigh Moped, held in London, on Friday last. In putting forward this view, however, Mr. Wilson added that moped sales would supplement, not supplant, the sales of pedal cycles.

LIGHTING-UP TIMES

November		Lights Off (a) a.m.	Lights On (b) p.m.	MOON Rises	MOON Sets
W.	5	6.29	4.58		
Th.	6	6.31	4.56	12.31 a.m.	1.59 p.m.
F.	7	6.33	4.54	1.47 a.m.	2.27 p.m.
S.	8	6.35	4.53	3.06 a.m.	2.56 p.m.
S.	9	6.37	4.51	4.27 a.m.	3.26 p.m.
M.	10	6.38	4.50	5.50 a.m.	4.01 p.m.
Tu.	11	6.40	4.48	7.11 a.m.	4.42 p.m.

Lights Off (a) and Lights On (b) are for London. Corrections as for November 8: Bristol (a) + 9 min., (b) + 10 min.; Birmingham (a) + 10 min., (b) + 3 min.; Manchester (a) + 15 min., (b) + 2 min.; Newcastle (a) + 17 min., (b) — 6 min.; Glasgow (a) + 31 min., (b) + 2 min.; Belfast (a) + 34 min., (b) + 13 min.

New Moon: November 11.

CYCLES AS NORMAL BAGGAGE

AER LINGUS, Ireland's civil airline, announces that in future pedal cycles may now be carried in passenger aircraft as part of the free baggage allowance. Any excess of weight above the normal free allowance will be charged for at the normal rate. The airline asks that pedals be inverted, handlebars turned and wheels removed to facilitate easy stowage.

Aer Lingus operates from Dublin to the principal cities of Great Britain; to Paris, Lourdes and Barcelona; and, via Manchester, to Amsterdam, Dusseldorf, Brussels, Frankfurt, Zurich and Rome.

HOSTEL DESTROYED

ON the day it was due to close for the winter—November 1—Langdon Beck Youth Hostel, in Teesdale, near High Force, was totally destroyed by fire. A party of schoolchildren staying at the hostel were out walking when the fire was first noticed.

BRITISH BRAMPTON CHAIN

THE Brampton derailleur chain is now made in Britain by Renold Chains Ltd. (it was previously made by a subsidiary company in France). During works tests it underwent some 3,000,000 gear changes in a 3,000-hour run. Dimensionally identical with the former imported chain, it is cheaper by 1s. at 10s., length 98-120 pitches. (Renold Chains, Ltd., Renold House, Wythenshawe, Manchester).

"CYCLING" INDEX

AN index to CYCLING from January to June, 1958, is available on receipt of 4d., to cover packing and postage, from Temple Press Ltd., Bowling Green Lane, London, E.C.1.

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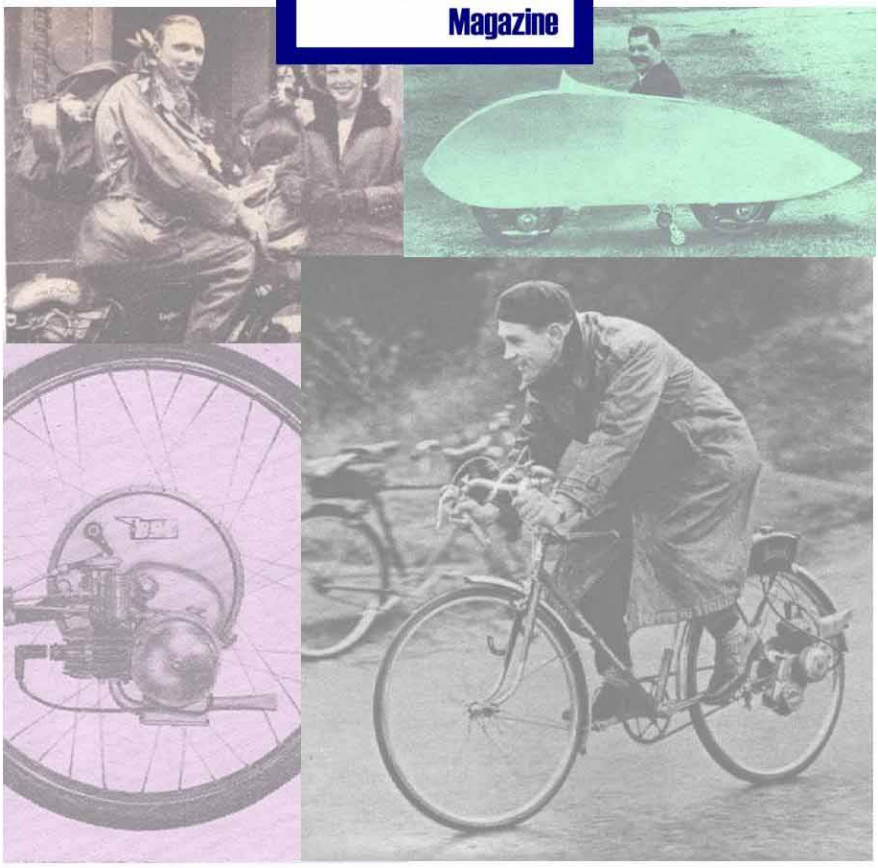

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