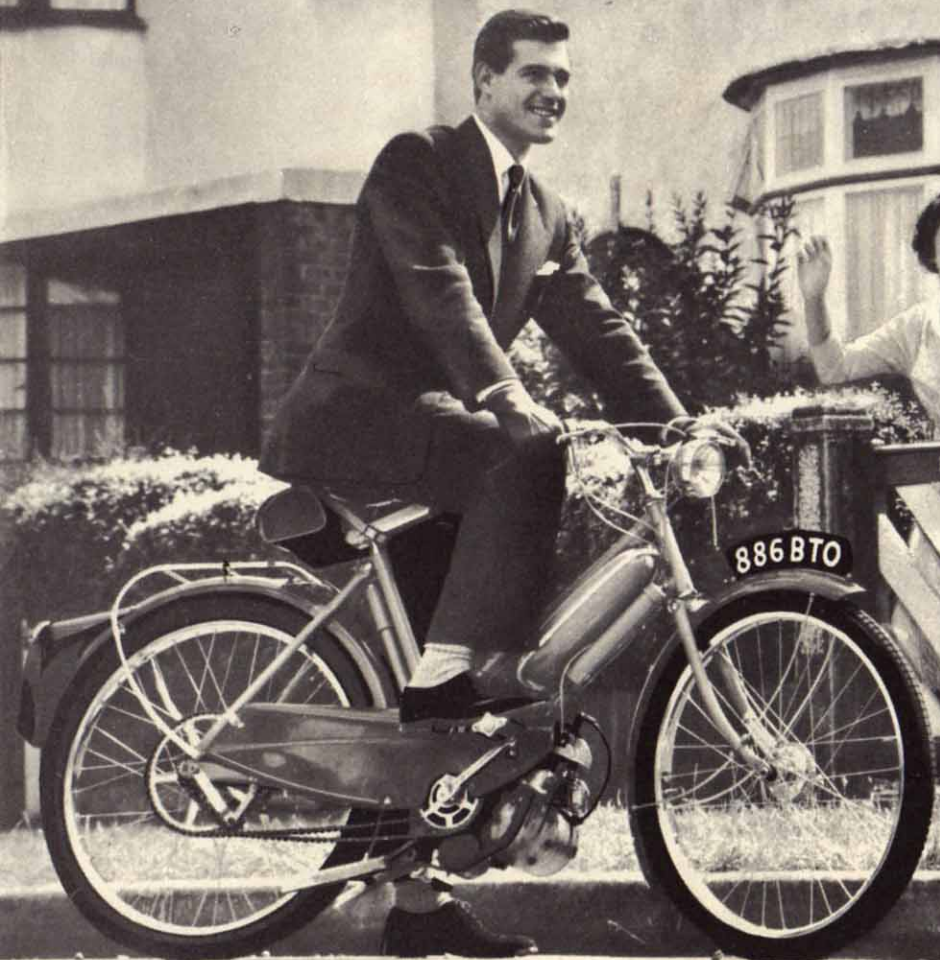


NEW!

RALEIGH

MOPED



ALL-BRITISH - *and all-conquering*

46½ gns.
or £5 down and
78 weekly payments
of 12/11

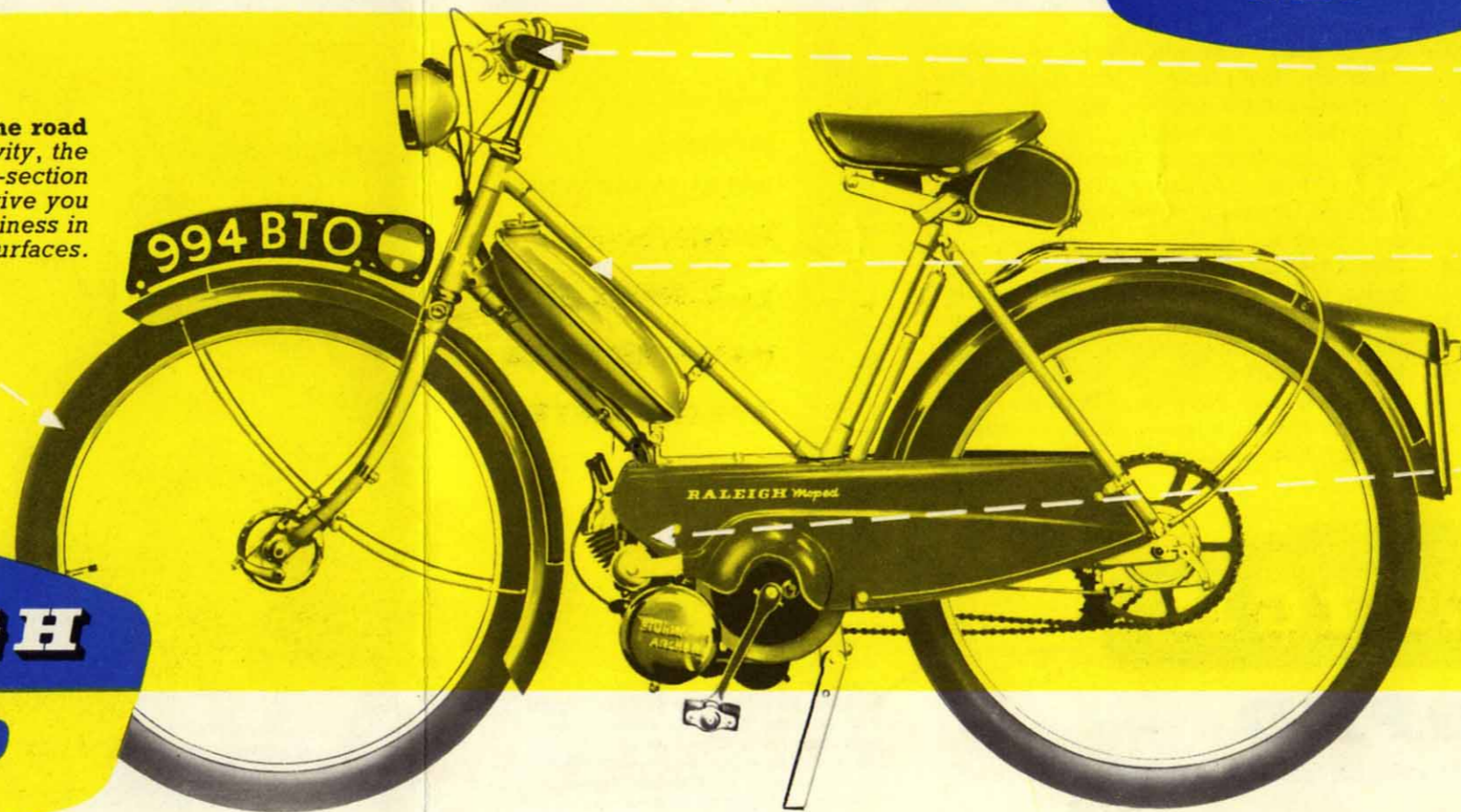
HERE is the Moped that tens of thousands of Britons have been waiting for—the Moped carrying the great name of Raleigh. But this new Raleigh Moped is not only all-British, it is also the Moped with all the features that experience has shown are most wanted—simplicity, safety, sturdiness, reliability. And it is backed up by a nation-wide network of Raleigh Moped dealers, all carrying a full range of spares, all trained at the factory to give quick, efficient, economical service.

Although the Raleigh Moped is new throughout, it has been given the most merciless testing over tens of thousands of miles, in all weathers and on all road surfaces.

Examine it closely. Compare its specification. Look at its price. Study the wonderful Credit Sales and Hire Purchase terms offered. Remember that you can get a year's Comprehensive Insurance on special terms. Think how easy it will be for **you** to afford this Raleigh Moped. You can see it—wherever you see this sign:

Safety on the road
The low centre of gravity, the light weight and the wide-section wheels and tyres give you outstanding roadworthiness in all weathers on all road-surfaces.

RALEIGH
MOPED



Simplicity of control
This single twist-grip controls the starting, running and stopping of the engine. If you can ride a bicycle, you can ride this Moped.

Power with economy
Enough power to give you a cruising speed of 25 m.p.h., and to take you without effort up main-road hills, at a fuel consumption of only a gallon to 200 miles—a fuel cost of a farthing a mile!

Reliability and long life
The sturdy two-stroke engine and the straight forward transmission system have been designed and engineered to keep going with the bare minimum of attention for many thousands of miles.

DETAILS OF SPECIFICATION AND EQUIPMENT

Engine 49.9 c.c. (38 m.m. bore \times 44 m.m. stroke) two-stroke. Max. b.h.p. 1.3 at 4,300 r.p.m. Lucas flywheel magneto with lighting coil. Amal carburettor. Waterproof spark-plug cover with built-in interference suppressor. Bonded rubber anti-vibration mounting.

Transmission By v-belt and chain, separately adjustable for tension, to rear wheel. Separate chain drive from standard $6\frac{1}{2}$ " cranks and pedals. Engine transmission can be completely disconnected by pull-out pin, giving light and easy pedalling.

Frame Heavy gauge tubular steel, brazed, with special long strengthening liners. Extra deep section rolled steel mudguards.

Wheels and tyres Dunlop 26" \times 2"

Endrick rims with Dunlop 26" \times 2" tyres.

Fuel tank Pressed steel, $6\frac{1}{2}$ pints capacity, including $\frac{1}{3}$ pint in reserve controlled by 3-position tap.

Handlebar controls Dual-purpose twist-grip controlling both throttle and engine decompressor. Sturmey-Archer car-type internal expanding front and rear brakes.

Standard equipment Lucas $4\frac{1}{2}$ " headlamp and Lucas L590 rear lamp incorporating reflector. Standby battery-powered lighting system. Lycetts L100 Moped saddle. Brooks toolbag, with complete set of tools. Tubular steel carrier. Spring-type stand. Tyre-pump, licence holder, front and rear number-plates.

*Optional
extra equipment*

WINDSHIELD

LEG-SHIELDS

PANNIER BAGS

SPEEDOMETER

RALEIGH

MOPED

* **The sign of service and spares**

* You'll see this sign all over Great Britain. Wherever you see it, there you will find a complete stock of spare parts for your Raleigh Moped and friendly, efficient service given by mechanics trained at the Raleigh factory. Many Raleigh Moped owners may prefer to do their own maintenance work—it needs little skill or experience—but if you don't want to, the Raleigh Moped dealer is equipped to do it quickly and at low cost.

IceniCAM Information Service



www.icenicam.org.uk