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Centaur tests the . . .

RALEIGH MARK TWO

An improved version of a popular British moped

HARD on the heels of the announcement of Raleigh's Mark Two moped comes the CYCLING AND MOPEDS' road test of this machine. Recently, my riding has been confined to either multi-speed mopeds or those with automatic clutches and I fear I have been getting lazy. I had begun to think that to ride a single-speeder would necessitate a great deal of effort in comparison with my other mounts, and I was not looking forward to the experience.

Well, of course, as many Raleigh owners know, this is an illusion. The Raleigh has earned its enormous popularity in Great Britain through giving value for money and being a reliable form of transport. I soon became aware of these and other qualities as I took it on a proving run.

I hope I will be forgiven for mentioning rider comfort first, once again, but I find it increasingly important. My weight (220lb.) tends to standardize the cruising speeds of most mopeds at a fairly low level and I am frequently overtaken—as I was on the Raleigh run—by lighter people on similar mounts. I do not mind this, and in fact it would be difficult to think what I could do about it anyway, apart from diet. But I do now consider that my well-being on a moped is of increased importance because of it. If I am going to be overtaken then I should at least be able to suffer this ignominy in comfort.

Saddle Point

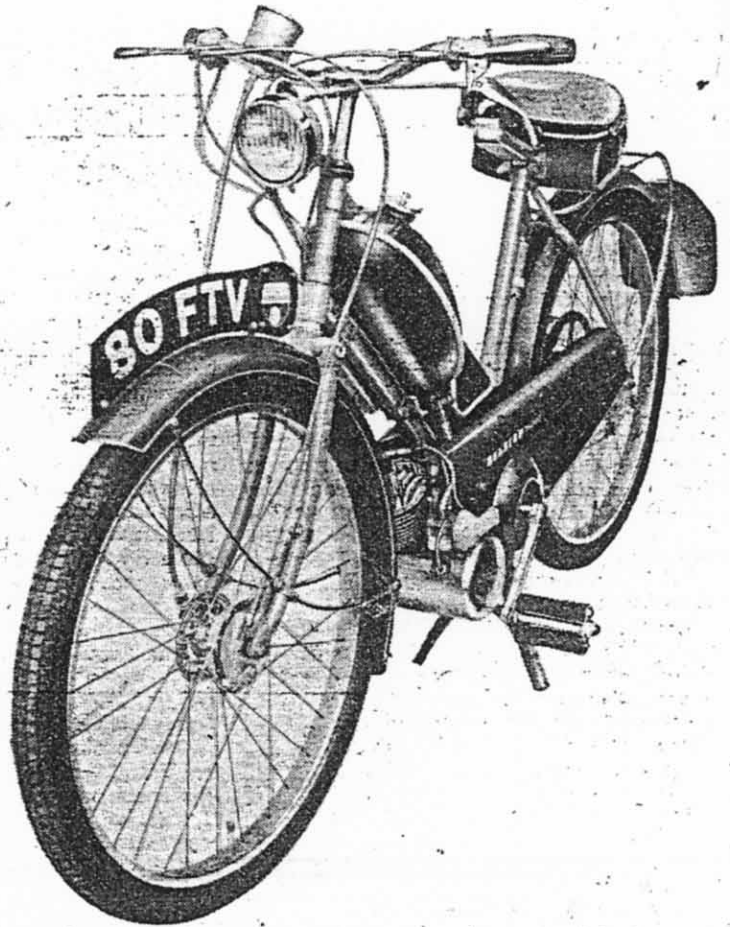
Raleigh have sensibly provided their moped with the Lycett "pan" saddle, a type which to my mind should be a standard fitting on all mopeds. The argument sometimes made in the case of pedal cycles regarding large saddles, is that they offer a larger frictional area to the upper parts of the leg which are constantly pushing the pedals round. On a moped, however, there is not an awful lot of pedalling to do (or at least there shouldn't be). The rider sits still in the main and thus requires something comfortable to sit on. The Lycett saddle answers all requirements.

At the other point of contact there are the handlebars. Using the cycle-type of extension may not enhance the lines but it is certainly a good deal more practical for the person who wants his handlebars at exactly the correct height. As it was the adjustment on the Raleigh was just right and I rode in complete comfort.

No one, not even the manufacturers would call the engine spectacular for this is not one of the qualities it claims to possess. But take the Raleigh out on a 100-mile-plus run, as I did. Here you will find the true worth of the Sturmev-Archer unit. Mile after mile unreeling beneath my wheels to the accompaniment of an unchanging and unflagging engine note. The moped was new when I received it and apart from two very short stops I ran the engine continuously for almost six hours. There was never a whimper of protest.

Every manufacturer has had to come to terms with the layout of two lever-operated brakes plus clutch lever on the same handlebar. Some arrangements I have used have been downright uncomfortable, but within the

A familiar sight on the roads, the Raleigh moped now emerges as a Mark Two model. Styling, colouring, silencing, gearing and fuel-tank size are the points altered, although the basic good qualities remain unchanged. The new rich maroon livery should become as well-known as the previous grey.



narrow confines of the problem, Raleigh seem to have provided one of the best solutions so far. The combined rear and front brake lever is set at the offside end of the bars where the combined throttle and decompressor are also situated. At the other end the nearest lever to hand is the clutch lever. Set underneath it, but at a sufficient angle to enable the left hand to reach through quickly and grasp it, is the separate rear brake. I found that despite my rather clumsy leather mittens this was quite an easy proposition.

On to the innovations. As mentioned recently the Mark Two has five main improvements. The colour scheme, which has now been altered to a very deep maroon, is a wonderful change and should help as an eye-catcher with the feminine rider. I have spoken before about the desirability of larger tanks with facilities for reserve. The Raleigh now has both and I applaud this move. The new fairing removes a certain amount of starkness existing in the former model while the improved silencing

system brings the Raleigh closer to the Continental conception of what a silencer should do. The final change is that of lower gearing. As far as starting is concerned this still seems a little high but a fair cruising speed is available.

Neat Plate

One or two points of praise and criticism. I liked the combined front registration plate and road fund licence holder which does away with that unhandy disc, often so precariously attached to some unlikely spot. I did not like the immediate action of the decompressor which operates when the throttle action is slightly reversed beyond the zero point. Too often this cuts the engine at traffic lights and makes a full pedal start necessary. I did like the large bag in which the tools are supplied. There is plenty of room for additional spanners as well as a pack of sandwiches, here.

I predict that the Raleigh Mark Two will go on providing steady, reliable and unobtrusive service in future years just like its predecessor

Performance

Maximum Speed:
Flying 1/10th mile, 28 m.p.h.
Standing 1/10th mile, 18 m.p.h.

Acceleration:
0-10 m.p.h., 6 secs. 0-20 m.p.h., 16 secs.

Economy:
At 20 m.p.h., 182 m.p.g.

Hill-climbing:
Time for hill: 2 min. 18 secs.
Pedal assistance from 0.2 miles.
Test hill 0.5 miles long; max. gradient 1-in-10;
average gradient 1-in-16.

Braking: Both
At 20 m.p.h. 23ft.

Pedalling:
Maximum pedalling speed: 16 m.p.h.
Comfortable pedalling speed: 8 m.p.h.
Tester's rating: Very good.

Tester's weight: 220lb.

Specification

Engine: Sturmev-Archer two stroke; 38-mm. bore x 44 mm. stroke=49 c.c.; c.r. 6.2 to 1; 1.3 b.h.p. at 4,300 r.p.m.

Gearbox: Single speed; belt primary and chain final drive; pedal starting.

Frame: Tubular construction; rigid front and rear ends.

Tank: 1 gal. capacity with 1/2 pint reserve.

Lights: Head and tail lamps fed direct from flywheel magneto generator; battery parking lights.

Wheels and Brakes: Both brakes 3 1/2 in. internally expanding; chromium-plated Endrick rims; rust-proof heavy gauge spokes; 25 x 2.00 in. Dunlop tyres.

Equipment: Tool kit, tools, pump, rear carrier, centre stand.

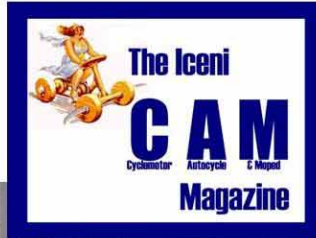
Finish: Rich burgundy with chromium-plated fittings.

Weight: Approx. 85lb.

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

Price: £54 1s. 6d.; pannier bags, £1 5s. 6d. each; speedometer, £2 9s. 6d.; windscreen £3 9s. 6d.; legshields, £3 14s. 9d. All prices inc. P.T.

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