

RALEIGH AUTOMATIC

*A utility machine with
a touch of luxury*

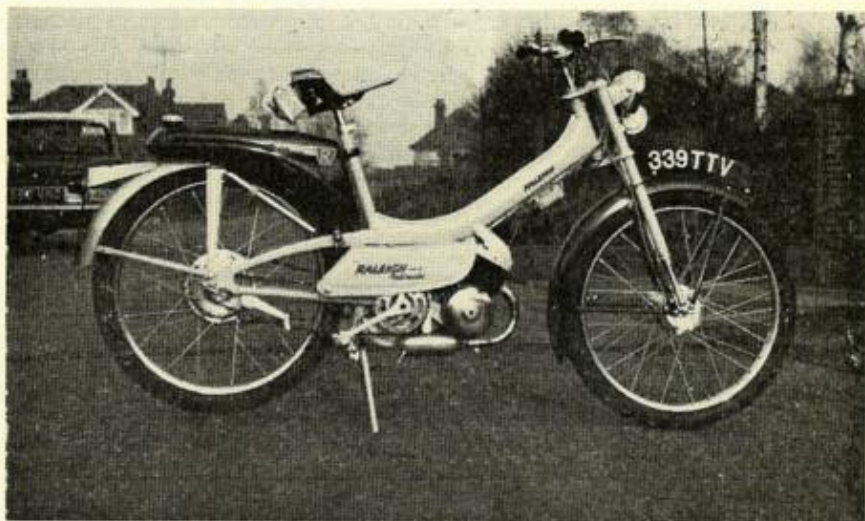
WHEN RALEIGH INDUSTRIES introduced their R.M.6 "Runabout" mo-ped last year it was generally anticipated that it would be followed up by a rather more luxurious version with sprung forks but in the same style and price bracket. This expectation has now been realised in the form of the R.M.8 model but the differences are slightly greater than had been expected.

The machine retains the same pressed steel frame with a large capacity fuel tank mounted behind the seat tube and extending back over the rear wheel so that its top forms a luggage carrier. Telescopic front forks are fitted and with them comes a front hub brake in ribbed light alloy but the rear brake has also been enlarged slightly as well.

In addition the engine of the new model is more powerful, giving 1.7 b.h.p. against the 1.4 of the *Runabout* at slightly higher revs while using the same 13.8 to 1 overall gear ratio. Transmission remains the familiar double acting automatic centrifugal clutch and belt primary drive with manual switch on the countershaft pulley for disengaging the engine drive. Separate chains on either side of the machine provide pedal and engine drives respectively.

On the offside of the crankshaft is a compact *Novi* flywheel generator with 18-watt lighting coil. The high tension coil is rubber encapsulated and externally mounted under the main frame member. A new headlamp, neater than that on the cheaper model provides for 6-volt 15/15-watt double filament lighting.

There is no attempt at enclosure as such but a pair of neat pressed steel detachable panels secured by coin slot screws afford adequate protection to the rider's clothing from contact with



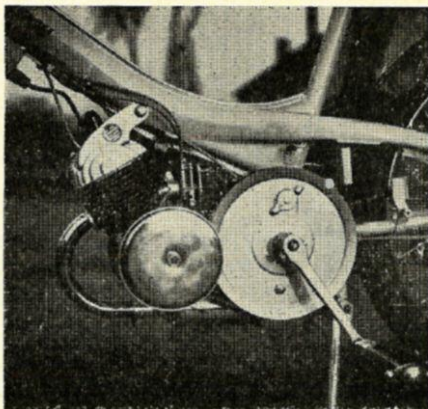
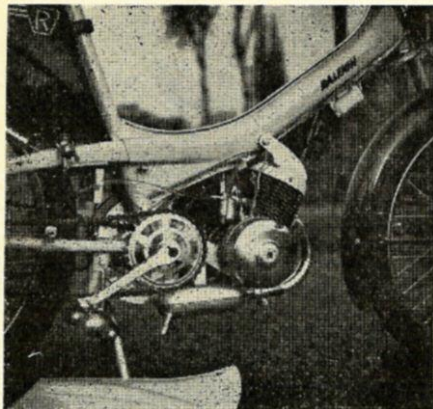
engine or transmission. Accessibility for routine maintenance is generally good, notably so for the important task of keeping the exhaust system clean. There is access to the silencer itself by way of a trap on the bottom of the chamber and the pipe can be detached from the cylinder for the port to be cleaned without removing the whole system.

As with all the current range of *Raleigh* machines, the R.M.8 is British built under *Motobecane* licence with some original French components.

The new *Raleigh* is as fully automatic a vehicle as can be imagined and the rider literally has nothing to do but ride. A small trigger lever on the left handlebar has to be held in for two or three seconds for a dead cold start, but after that all control is by the twist grip throttle. Open up and the machine glides away smoothly, never needing any pedal assistance on level roads, pulling steadily on grades and ticking over positively with the clutch fully disengaged at traffic stops.

With 20 per cent more power than the *Runabout* there is naturally more pull in this engine but maximum speed on the test machine was very little higher at just over 30 m.p.h. However, this is achieved much more smoothly, there being hardly any vibration throughout the speed range. Effective power is usefully placed with the best of the output corresponding to road speeds of 20 to 25 m.p.h. so that ordinary main road hills can be taken with very little falling off in cruising speed. Maximum climb without pedalling proved to be around 10 to 1 but with some effort on the part of the engine. Light pedal assistance took the machine with a 13-stone rider up 1 in 8 quite comfortably.

Engine performance apart, the R.M.8 is a comfortable, tractable and very safe machine. Steering is first class and little affected by bumps, braking very good using both the smooth, hand-operated brakes together and although part of the test was made on icy roads we found that



SPECIFICATION

Engine:

Two-stroke single, all alloy with hard chromed bore. Bore 39 mm. x stroke 41.75 mm., capacity 49.85 c.c., output 1.7 b.h.p. at 5,000 r.p.m. Carburettor GURTNER BA.10 540D.

Transmission:

Automatic centrifugal clutch, Vee-belt primary $\frac{1}{2}$ " x $\frac{3}{16}$ " final chain drive, independent $\frac{1}{2}$ " x $\frac{1}{8}$ " chain pedal drive with jockey tensioner. Overall gear ratio 13.8 to 1.

Frame:

Welded pressed steel beam with tubular seat pillar and telescopic spring front forks. 11-pint fuel tank with reserve tap, domed steel mudguards. Adjustable saddle and handlebars, centre stand.

Wheels:

Plated steel rims, stainless spokes, full width hub brakes in ribbed light alloy drums. 23 x 2 inch tyres.

Electrics:

NOVI 120X flywheel generator with 18-watt lighting coil and external H.T. coil. 6-volt 15/15-watt bulb in 4-inch headlamp. 6-volt, 3-watt tail lamp.

Price:

£61 19s. od. (Including P.T.)

Weight:

90 lb.

Manufacturers:

Raleigh Industries Ltd., Lenton Boulevard, Nottingham.

natural stability inspired great confidence and minor slides were easily corrected without taking the feet off the pedals.

Both saddle and handlebars are adjustable for height so that quite a wide range of rider sizes is catered for in comfort, but as with the other models we found the recommended tyre pressures to be rather on the high side for comfort. The lighting is reasonably effective, a point in its favour being that tail light remained visible with the machine ticking over at a standstill. The machine did get very dirty during the test in bad weather and the unvalanced mudguards proved no more than fairly effective but the finish came up again like new with a wash down in a little car shampoo and we returned the *Raleigh* in showroom condition after the test.

On the critical side we found very little to complain about. Apart from the limitations of the mudguarding mentioned above, the chains are rather

exposed both for giving and receiving dirt and the centre stand became stiff and awkward to use when mud covered. The bicycle type tool bag contains a few multi-purpose spanners but not one that could tighten a loose pedal and there is no room in the bag for the addition of tyre repair kit and levers.

These are small things and our main impression of the *R.M.8* is that this is a thoroughly practical means of transport that will serve most people very well in most conditions of service.

One thing we do take exception to, however, is the form of guarantee issued with the machine. This is valid for 12 months but it cuts out all statutory rights, specifically excludes labour charges for the replacement of faulty parts and makes no allowance for independent arbitration in case of dispute. This sort of guarantee used to be common but we expect something better these days and we would not advise purchasers to sign this "Guarantee Registration Card" at all.

★ FLASHES ★

Registrations in 1963

New registrations of motor vehicles in 1963 included:

Motor cycles not over 50 c.c. 91,995 and over 50 c.c. 37,128.

Total registrations for 1962 were: Motor cycles not over 50 c.c. 42,242 and over 50 c.c. 48,825.

Walton training scheme

The Border Motor Club of Staines are commencing their 7th RAC/ACU Learner Training scheme course for scooter riders at Mayfield Road School, Walton, Surrey on Sunday, 1st March at 9.30 a.m. Applications for enrolment may be made to the Training Organiser: A. B. Richens, 23, Shepperton Road, Laleham-on-Thames, Staines, Middx.

Lighting up times

Lighting-up Timetables for 1964 have been published by the Royal Automobile Club. Pocket-sized in presentation, the Timetable includes a town-to-town mileage chart.

Although the table shows the legal lighting-up requirements throughout the British Isles, the R.A.C. urges drivers to use their lights immediately poor visibility makes them necessary.

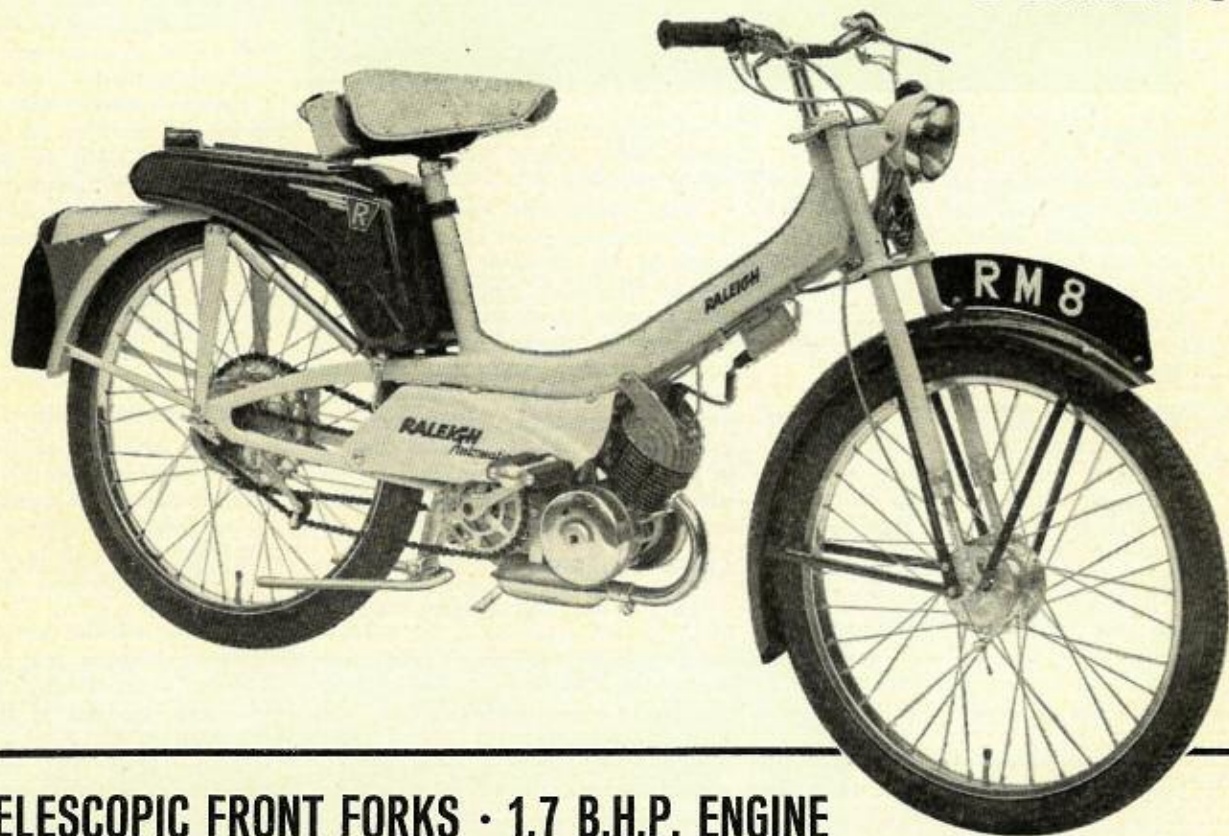
Great two-wheel quiz

Thousands of boys and girls at school, businessmen and housewives at home and casual customers in motor cycle showrooms, are currently being interviewed in one of the biggest market research operations ever undertaken in Britain.

The great "two-wheel quiz" has been organised jointly by the British Cycle & Motor Cycle Industries Association and the Motor Agents' Association to provide a blue-print for future marketing and design of mopeds, scooters and motor cycles at a time when motor cars face the threat of banishment from overcrowded city and town centres.

Already a pilot survey in the Midlands has shown that Britain's two million motor cyclists are not tightly bunched in the youthful 16-26 age group, but extend far into the fifties and beyond—also, that weather protection figures higher than either reliability or economy in a free choice of sought-after features.

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**TELESCOPIC FRONT FORKS • 1.7 B.H.P. ENGINE
PRESSED STEEL FRAME • 4" DIPPER HEADLAMP • ELECTRIC HORN
FULL WIDTH FRONT AND REAR HUB BRAKES IN LIGHT ALLOY**

The outstanding success of the Runabout proved that on sheer value Raleigh can beat all comers in the power-cycle world. Now here's another proof—the new Raleigh RM8 Automatic Mark II. Check its features. Remember its price. Then see it at your dealer's as soon as it arrives there. You'll find the Raleigh Automatic Mark II measures up to *your* ideas of an outstandingly good buy!

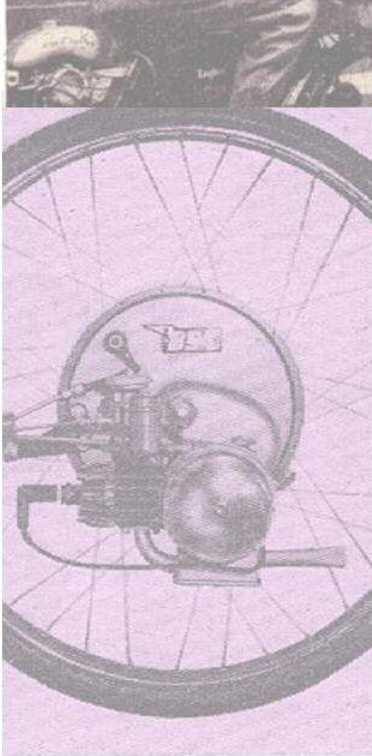
LOOK AT THESE OTHER FEATURES:-

- ★ Automatic Clutch cuts out gear-changing.
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