

Raleigh RM 9

*A medium-weight worker
joins the Raleigh range*

LAATEST addition to the *Raleigh* range of mo-peds based on the well proven French Motobecane designs is the RM9 model called the "Ultramatic". It comes between the single speed "Automatic" model and the luxurious and much more expensive "Supermatic" in price, weight and performance.

The pressed steel beam frame, telescopic front forks rear mounted fuel tank and general specification and appearance are similar to those of the single speed model, but the power unit produces 17 per cent more at the same peak revolutions and the transmission includes fully automatic gearing on the familiar expanding pulley system.

Extending well back over the rear wheel, the fuel tank also forms a carrier. It has a capacity of 11-pints, including a $\frac{1}{2}$ -pint reserve supply. Raleigh call the finish "Fire red and pearl grey". It looks to us like a crimson tank on an off-white frame,

and very nice looking too.

The engine is all alloy with chromed bore and has the flywheel generator on the offside and the automatic clutch on the nearside. The high tension coil is encapsulated in rubber and mounted beneath the main frame beam. Full-width finned light alloy hubs carry the internal expanding brakes which are both hand operated. An electric horn is standard equipment.

Performance

These mo-peds are not designed as sports machines but the RM 9 has a useful combination of light weight, a good power output at reasonable revs and a gearing system that suits the engine characteristics very well.

From walking pace upwards the acceleration is brisk and steady all the way up to the natural 30 m.p.h. cruising speed that comes effortlessly on about half throttle. A mean maximum in the region of 35 m.p.h.

is there for the twisting of the grip but the engine starts making itself felt at the top end of its range and rider comfort keeps the speed down to the 25-30 m.p.h. range that can be sustained up hill and down dale all day if desired.

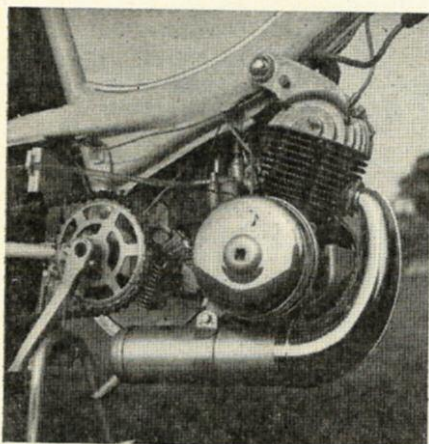
When the speed drops below about 18 m.p.h. the automatic gearing comes into operation on hills so that the engine continues to run at about maximum torque revs even if the speed falls off on a steep climb to 6-8 m.p.h. In practice we found that the machine plugged tenaciously on at about 12-15 m.p.h. even on a really steep hill and only enforced slowing down for other traffic ever brought in the need for pedal assistance to pick up again.

Comfort standards are pretty good despite the rigid rear end, but the ease of handling is exceptionally attractive and makes for genuinely effortless riding. In traffic the machine is docile

and responsive, steers just where it is put and never gives any anxiety about stability. We would say that the "Ultramatic" must be one of the easiest powered vehicles in the world for handling.

On bad road surfaces the front forks do not cope fully and the lack of rear springing makes itself felt both in rider comfort and in roadholding, especially under braking pressure. However, it can be assumed that most buyers of this type of machine will normally ride on proper metalled roads and under these conditions the suspension standards are quite acceptable.

The brakes, incidentally, are well above average and provide both excellent stopping power and remarkable sensitivity. It takes sheer bad driving to provoke a skid by braking,



Specification:

Engine:

Two-stroke single, bore and stroke 38.97 mm. × 41.80 mm., capacity 49.85 c.c. Compression ratio 7.5 to 1, output 2 b.h.p. at 5,000 r.p.m.

Frame:

All-welded pressed steel beam type. Telescopic front forks, rear mounted fuel tank/carrier 11-pints capacity including ½-pint reserve. Adjustable soft top saddle domed mudguards, finish red and grey.

Transmission:

Centrifugal automatic clutch, belt primary drive through expanding pulley and countershaft. Gear ratios variable between 21.3 and 11.8 to 1. Independent final chain drives for engine and pedals.

even on wet roads.

Low price is a selling point of the RM9 and this accounts for the lighting switch being on the headlamp body itself instead of the more usual modern handlebar control. We found this awkward to reach for dipping purposes, but the light on both main and dipped beams is quite good by current mo-ped standards. The horn, of course, is merely a legal "croaker" but it is effective for waking up pedestrians without shock.

Goes anywhere

Presumably anyone with the time and inclination could ride this *Raleigh* round the world if so minded, probably with no need for more than a couple of belts and a plug or two by way of spares. Nevertheless we think it is probably designed for use by the ride-to-work type of user for relatively short everyday journeys, the type who forms the bulk of the mo-ped using public.

For this kind of service the RM9 is an excellent buy, safe and easy to ride, economical and with a performance that goes anywhere in good time. There is an entire absence of fuss about starting, riding and maintaining the machine that will appeal to the man who regards his vehicle as a useful tool rather than a hobby. The gearing is adequate for any but mountainous districts and at a modest 66 guineas we consider this very good value for money.

Wheels:

Chromed rims, stainless steel spokes, full width light alloy hubs with 80 mm. brakes. 23-inch × 2-inch tyres.

Electrics:

Novi flywheel generator, 6-volt, 17-amp lighting coil, external H.T. coil mounted on frame. Twin filament headlamp, tail lamp/reflector, electric horn.

Weight:

92 lbs.

Price:

£69. 6. 0. (Including P.T.)

Makers:

Raleigh Industries, Ltd., Lenton Boulevard, Nottingham.

TRADE NEWS

Motorcycle trailer

A two-wheeled trailer capable of carrying in an upright position motorcycles of up to 300 lb. in weight has been introduced by *W. R. Pashley Ltd.* of Chester Street, Aston, Birmingham 6.

The trailer retails at £28, and delivery can be given within 10 to 14 days.

Layford expansion

The *Layford* Group of Companies, importers of the *NSU* range of cars and mopeds, and the *Peugeot* mopeds are moving in the spring of 1965 to their own new premises at Shoreham Harbour, Sussex. Work is soon to start on the new buildings where all the functions of the Group will be housed under one roof.

Show publicity

Dealers may now apply to the *BRITISH CYCLE & MOTOR CYCLE INDUSTRIES ASSOCIATION, LTD.* Starley House, Eaton Road, Coventry, for supplies of window material advertising the Earl's Court Show and certain types of Show admission tickets.

Applicants should state how many of the various items they can use, including car stickers and poster stamps. These are free to applicants on a "first come first served" basis.

Dealers may also obtain complimentary tickets and Show Season tickets at the reduced price of 5s. each (2 per shop) and special party tickets, 5 free with every order for 25 tickets.

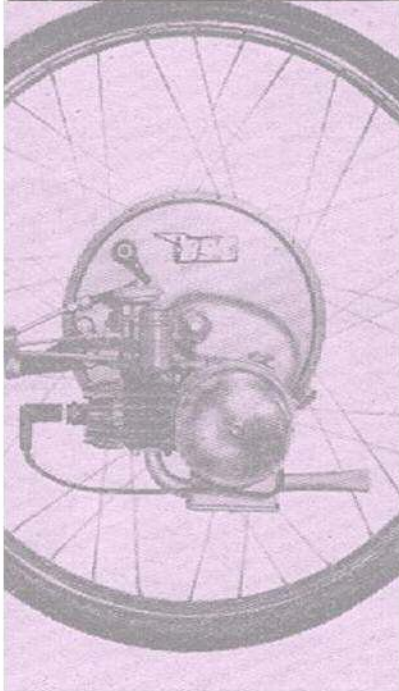
Show opening on November 14th. will be by John Surtees.

Workshop manual

A new manual for the *Villiers* 249 c.c. Mart 4T twin cylinder engine and the *Siba* dynastart equipped Mark 4T/SK and Mark 4T/SKR three-wheeler engines has been published by the *VILLIERS ENGINEERING CO., LTD.* Marston Road, Wolverhampton.

88 pages and 70 illustrations and exploded drawings cover complete dismantling and rebuilding plus a section on fault diagnosis. The price is 8/6d. and copies can be obtained from stockists or direct from the maker's Technical Directions Department at Wolverhampton.

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