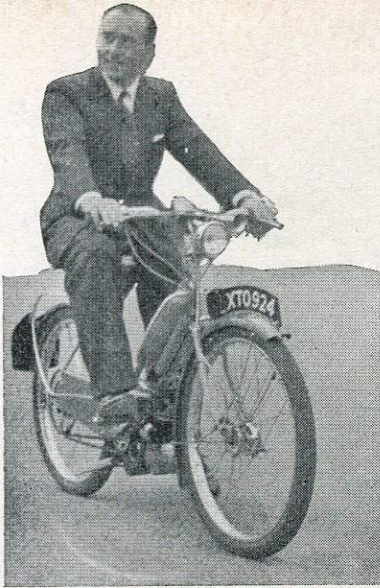


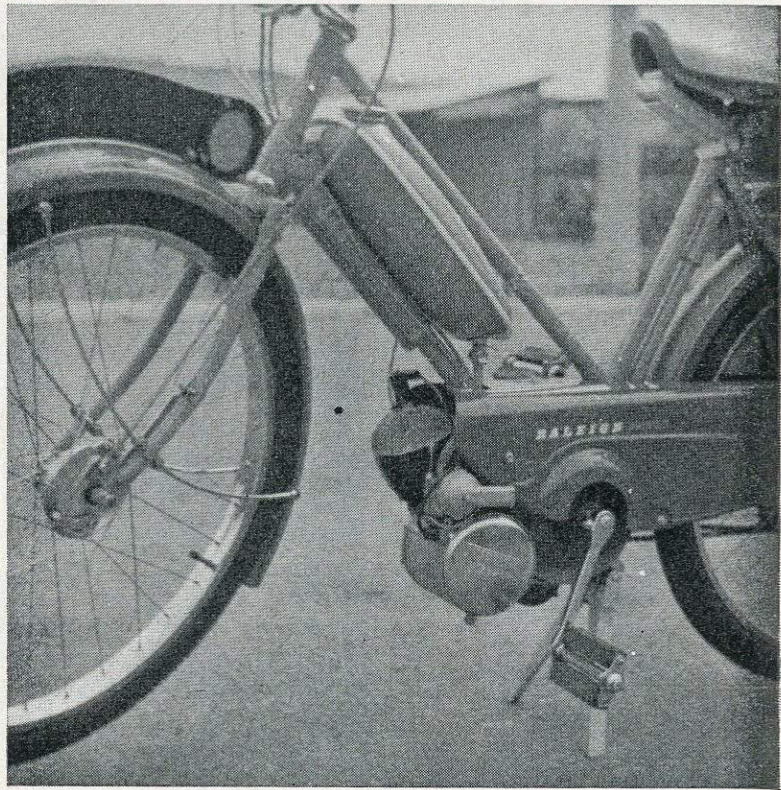
The RALEIGH



And the man who made it—Geoffrey Toplis, Raleigh designer.

A **MOTORIZED** cycle in the true sense of the term, the new *Raleigh* mo-ped is in essence a strong, conventional open framed bicycle to which is fitted a completely new 50 c.c. engine designed specially for this job. The engine bears the name *Sturmey Archer* which is of course, a Raleigh Industries company.

Since we first saw and rode the prototype last March, production machines have covered tens of thousands of miles over some

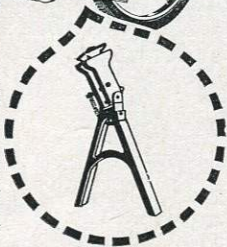
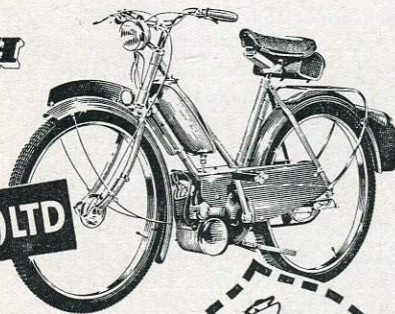


NEW
RALEIGH
moped

CYCLE STAND

made by . . .

shuresta (A. MIRECKI) LTD



We are proud to announce that the Moped Stand fitted to the new Raleigh Moped has been developed by us for Raleigh Industries Limited and is now standard equipment.

The complete range of Shuresta Cycle Stands enjoys a high reputation for quality, reliability and long life. Long experience enables us to offer first class service for the manufacturing and accessory industries.

very tough country and the new machine has been very thoroughly put through its paces. The engine has enough speed to keep pace with normal urban traffic and plenty of pull of hills, power output is particularly useful at low revs and pick-up from 5 m.p.h. is lively.

In the interests of simplicity and low first cost, no clutch is fitted. A single twistgrip control on the right handlebar operates the decompressor when turned outwards and the throttle inwards. To start from standstill one simply pedals off, opening the throttle at about 4 m.p.h. The engine then takes over on the flat (or at a little higher speed up hill) and no more pedalling is needed unless one meets a very steep hill or the speed drops

(Continued on p.609)

SHURESTA (A. MIRECKI) LTD.,
BAYTON RD, EXHALL, COVENTRY, ENGLAND. Phone: BEDworth 3371

Continued from p.603

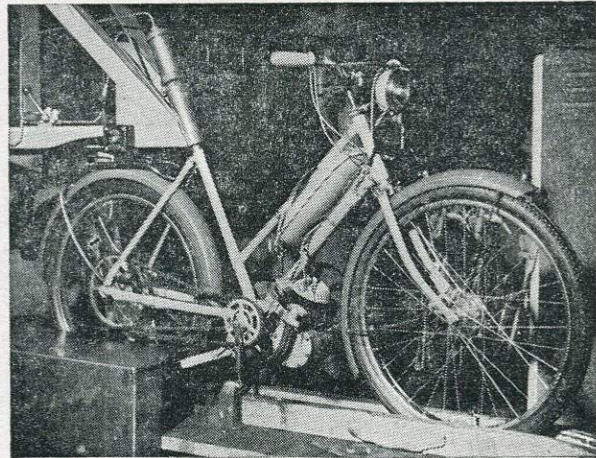
below 5 m.p.h. in traffic.

The engine was designed for this job and appears to have just the right amount of power in just the right place.

The fact that the two hub brakes are both hand operated, following bicycle practice, means that the pedals can be used quite independently of the engine when it is running and turned backwards for the best position for a restart at every halt. By pulling out a small button on the countershaft pulley the engine is completely disengaged and the machine can be pedalled like a normal bicycle in the event of trouble.

Much attention has been given to the idea of simple maintenance by normally experienced pedal cyclists and for service by cycle mechanics. Accessibility is good, all adjustments are simple and there is an efficient handbook for guidance. The engine itself is easily removable and can be stripped down on the bench without previ-


Every machine is bench tested before assembly to check starting, running and lights.



ous motor fitting knowledge and with only simple tools.

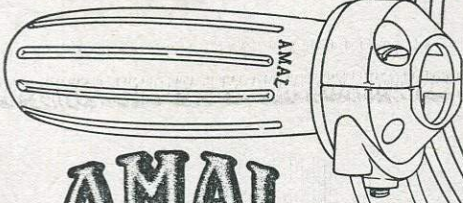
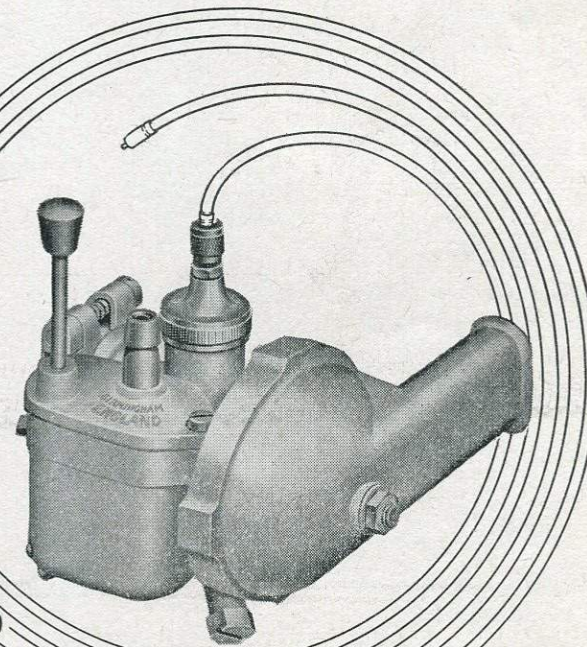
Distribution is, of course, through the cycle trade and service equipment, spares packs and reserve supplies have already been sent all over the country to *Raleigh* dealers. Most of the cycle parts and accessories are actually spares already available in the retail shops.

The *Lycett* saddle and the large section *Dunlop* tyres look after riding comfort and the *Lucas* lighting system provides alternatives of direct lighting from the flywheel magneto of the engine or battery lighting from three U2 cells in a cylindrical metal case mounted on the down tube, by a turn of the headlamp switch.



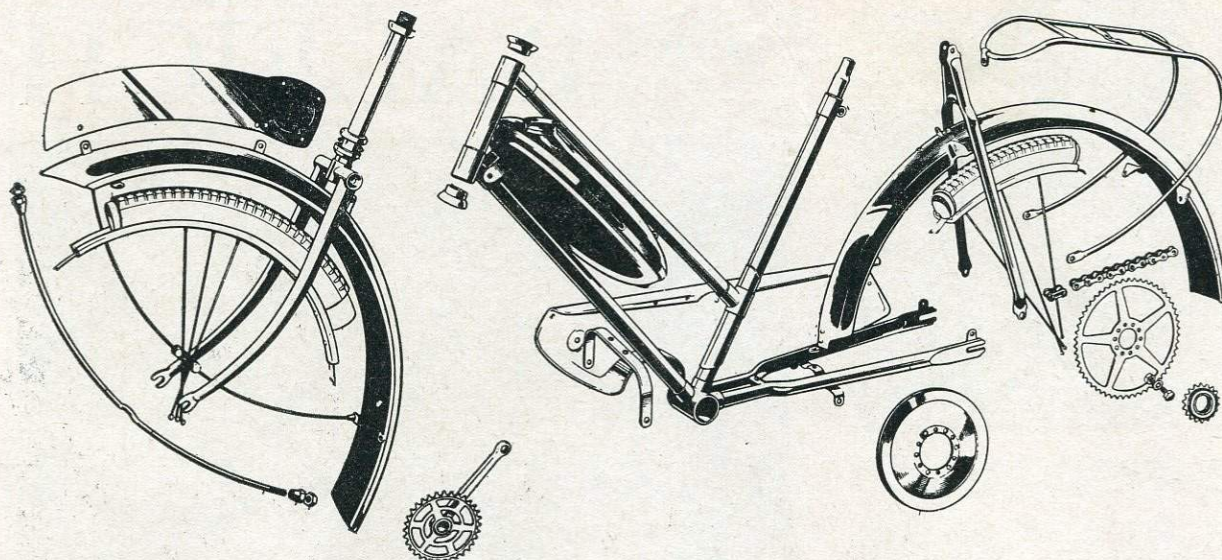
THE Raleigh Moped

IS FITTED WITH

AMAL CARBURETTER, TWIST GRIP AND CABLES... for throttle and decompressor

A.246



RALEIGH SPECIFICATION ILLUSTRATED

FRAME : Brazed tubular steel frame with wide chain and back stays to accommodate special rear hub. Heavy gauge diagonal and seat tubes. Long length liners in bottom bracket region and junction of seat and down tubes.

FORKS : Heavyweight blades with Raleigh fork crown.

WHEELS : "Dunlop" 26in. \times 2in. "Endrick" rims with "Dunlop" 26in. \times 2in. tyres. 14 SWG spokes in front, 12/14 SWG spokes in rear.

FRONT BRAKE : Standard "Sturmey Archer" B.F.C.

REAR BRAKE : Standard B.R. brake unit in Special hub to accommodate two drive chains.

HANDLEBARS : Standard with T.352 extension. Standard brake levers and cables.

CARRIER : Tubular steel with mudguard supports.

MUDGUARDS : Extra deep section rolled steel with registration plates and licence holder.

SADDLE : "Lycett" L.100 Moped Saddle.

TOOLBAG : Brooks.

LIGHTING : "Lucas" direct magneto/generator with "Lucas" 4 $\frac{1}{2}$ in. headlamp and "Lucas" L.590 rear lamp incorporating reflector.

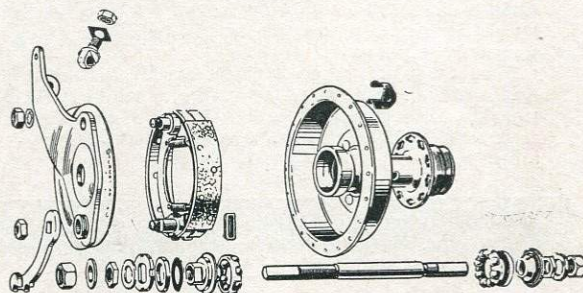
FUEL TANK : Pressed steel tank of 6 $\frac{1}{2}$ pints capacity including $\frac{1}{2}$ -pint reserve.

TRANSMISSION : Engine to bottom bracket countershaft—A.26 "Fenner" belt. Bottom bracket countershaft to rear wheel— $\frac{1}{2}$ in. pitch \times 3/16th in. wide roller chain. Pedal drive, bottom bracket to rear wheel via standard 6 $\frac{1}{2}$ in. cranks and pedals, 32 tooth chain wheel and 20 tooth free wheel, $\frac{1}{2}$ in. pitch \times 1/8in. wide roller chain.

Countershaft rotates in needle roller bearings within pressed in sleeve in bottom bracket. Pedal axle rotates within countershaft also in needle roller bearings. Overall gear ratio—engine to rear wheel—approximately 15 : 1. Belt adjustment obtained by swinging engine forward. "Bower" chain adjustment obtained by moving rear wheel rearwards. Pedal chain adjustment obtained by separate jockey sprocket. A disconnecting pin is provided in the end of the bottom bracket countershaft to enable the engine to be disconnected from the transmission when required.

Grease lubrication is employed and a grease nipple is

The Sturmey Archer hub brakes used on both wheels.

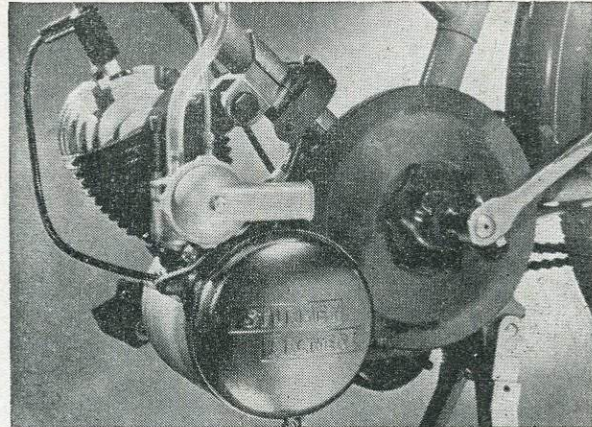


provided beneath the bottom bracket.

ENGINE : "Sturmey-Archer" bore 38 mm, Stroke 44 mm., Capacity 49.9 cubic centimetres. 2-stroke operation, twin transfer ports and flat topped piston, with chrome plated top ring, plain bottom ring. Compression ratio 6 : 1. Maximum power 1.3 B.H.P. at 4300 revs. per minute. Maximum torque 1.875 pound /feet at 3300 revs. per minute. Decompressor valve fitted in cylinder head.

Aluminium cylinder head and crankcase. Close grained cast iron cylinder barrel. Single sided crankshaft carried in ball journal and needle roller bearings. Roller bearing connecting rod big end,

Power unit and countershaft. The engine is mounted in rubber bushes in the down tube clamp



plain bearing little end. "Lucas" flywheel magneto with lighting coil. "Amal" carburettor with starting enrichment. Waterproof spark plug cover incorporating sup-

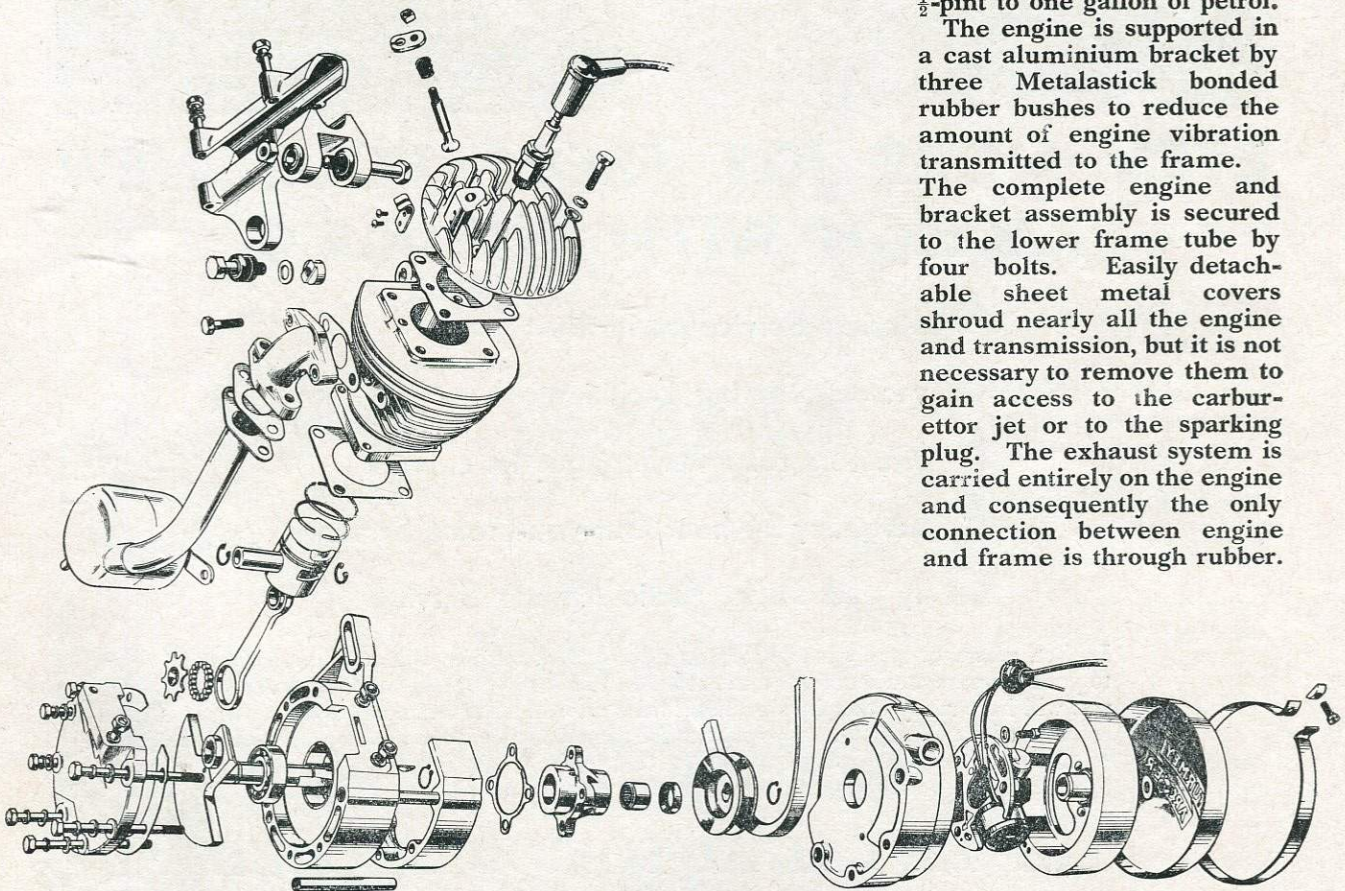
pressor.

Detachable spacer in crankcase unit to facilitate driving belt replacement.

Petrol, lubrication : Manufacturers suggest "Castrol" Self-Mixing Oil, ratio 1/2-pint to one gallon of petrol.

The engine is supported in a cast aluminium bracket by three Metalastick bonded rubber bushes to reduce the amount of engine vibration transmitted to the frame.

The complete engine and bracket assembly is secured to the lower frame tube by four bolts. Easily detachable sheet metal covers shroud nearly all the engine and transmission, but it is not necessary to remove them to gain access to the carburettor jet or to the sparking plug. The exhaust system is carried entirely on the engine and consequently the only connection between engine and frame is through rubber.



Raleigh recommend

BP-ZOOM

Containing
BP ENERGOL
TWO STROKE OIL
 for the new
RALEIGH
moped

This is it! The new Raleigh Moped. BP-ZOOM is the mixture recommended for this fine machine.



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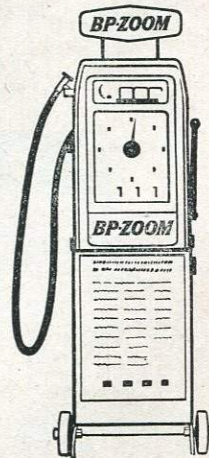
SWITCH TO BP-ZOOM TODAY - everyone's doing it. Call in at your BP Garage. Stop at the dispenser and ask *now* for BP-ZOOM - the first ever branded and scientifically balanced petrol/oil mixture containing NEW BP ENERGOL TWO STROKE OIL.



STOP AT THE BP-ZOOM DISPENSER FOR

THE BALANCED PETROL/OIL MIXTURE

THAT CONTAINS BP ENERGOL TWO STROKE OIL



THE NEW

RALEIGH MOPED

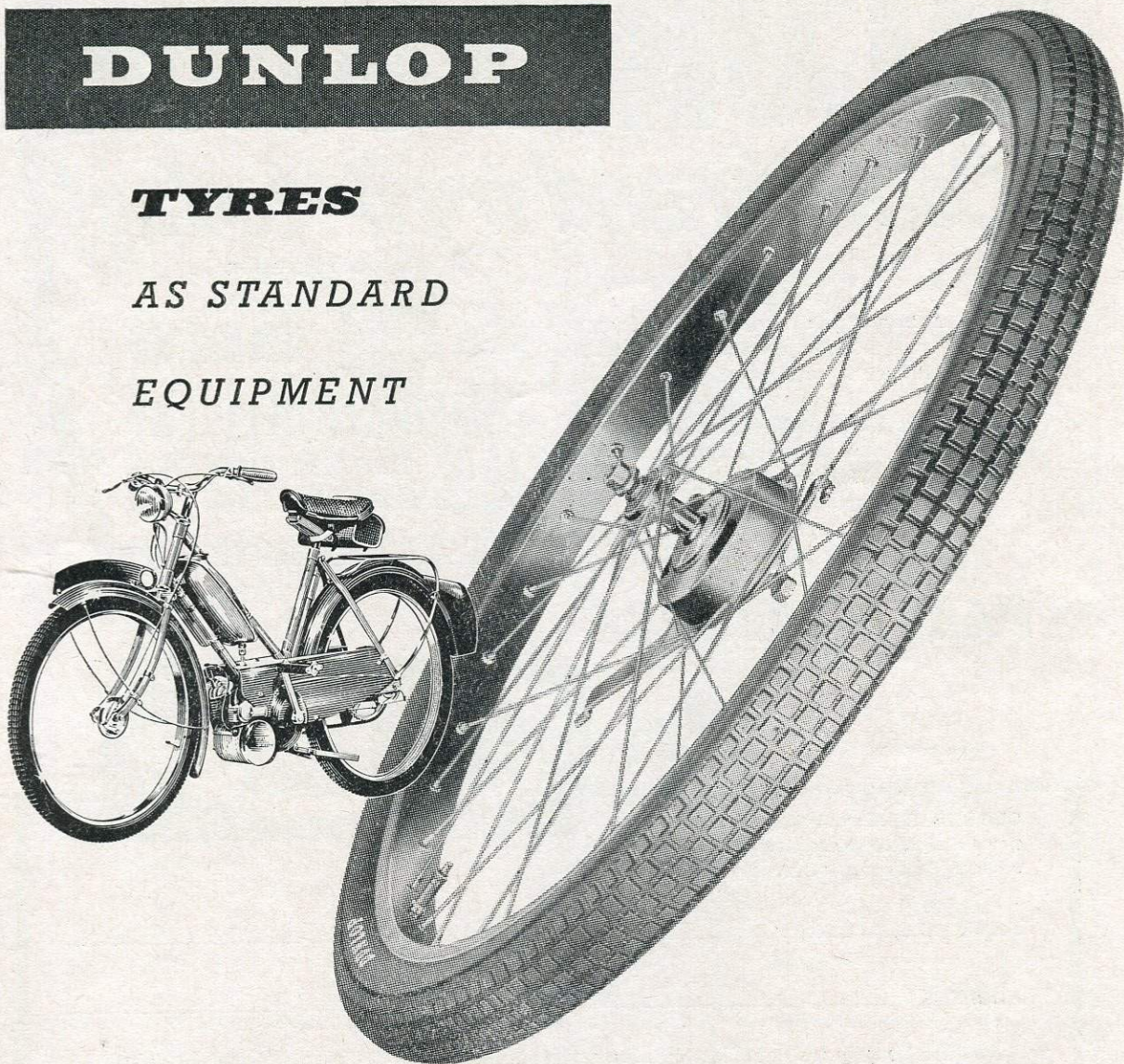
IS FITTED WITH

DUNLOP

TYRES

AS STANDARD

EQUIPMENT



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At last, a Moped by one of the country's leading manufacturers that is British through and through. Raleigh have produced a model that is thoroughly reliable, beautifully simple and really good value for money. We congratulate them on a fine example of British engineering and strongly recommend this Moped to our customers.

46½ GNS

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£5 DEPOSIT **12/11**
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the moped market!

What this country has wanted has been an all-British Moped with a famous, respected name behind it. And here it is—the new Raleigh Moped—priced at only 46½ gns. It has been designed as a real work-horse—simple in layout, as easy to ride as a bicycle and at least as safe. It has been engineered to go slogging on mile after mile, month after month, with the minimum of attention. It has all the performance you need—cruising at 25 m.p.h., and doing a good 200 miles to the gallon. And it is backed up by a really thorough, really well-trained service and spares organisation.

The New **RALEIGH** *moped*

ONLY 46½ GNS or **£5 DOWN** and 78 weekly payments of **12/11**

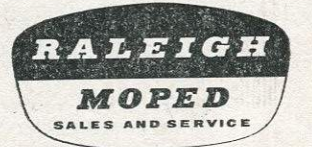
* * * * *

BRIEF SPECIFICATION

49 c.c. 2-stroke engine. Single-speed V-belt and chain transmission, with engine disconnecting pin. Single twist-grip control for throttle and engine decompressor. Heavy gauge strengthened brazed steel frame. Lucas ignition and lighting equipment. Dunlop wheels and tyres. Spring-type stand. Optional extra equipment includes windshield, leg-shields, pannier bags, speedometer.

* * * * *

Go and have a look at this new Raleigh Moped today. You can see it wherever you see this sign.

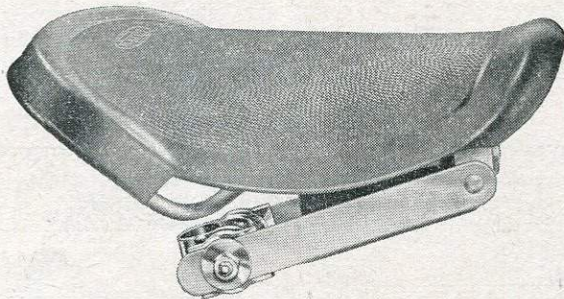


STAND 183 • CYCLE & MOTOR CYCLE SHOW



MODEL L.100
SWING SEAT SADDLE

has everything
for the rider's
comfort!



AS FITTED TO THE



JUST LOOK AT THESE FEATURES!

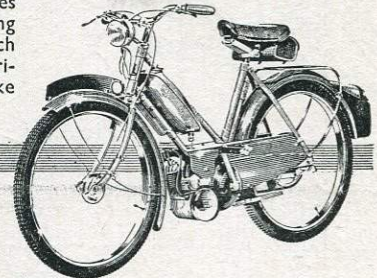
- The special rubber envelope top is impervious to water and ensures long life.
- Note the large seating area (11¼" × 11¼"). Permanent retention of shape is guaranteed.
- Ease of fitting — seat pillar attachment.
- Cantilever construction coupled with a resilient wire frame and rubber springing for maximum comfort.

LYCETT SADDLES LTD. BIRMINGHAM 3

THE

NEW
RALEIGH
moped

The new Raleigh moped is fitted with Lodge HH14 silver electrode plugs as original equipment. These plugs are specially designed to counter such troubles as whiskering, fouling and pre-ignition which are sometimes experienced in two-stroke engines.

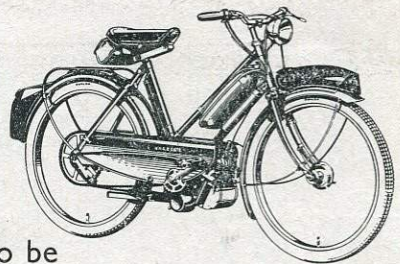


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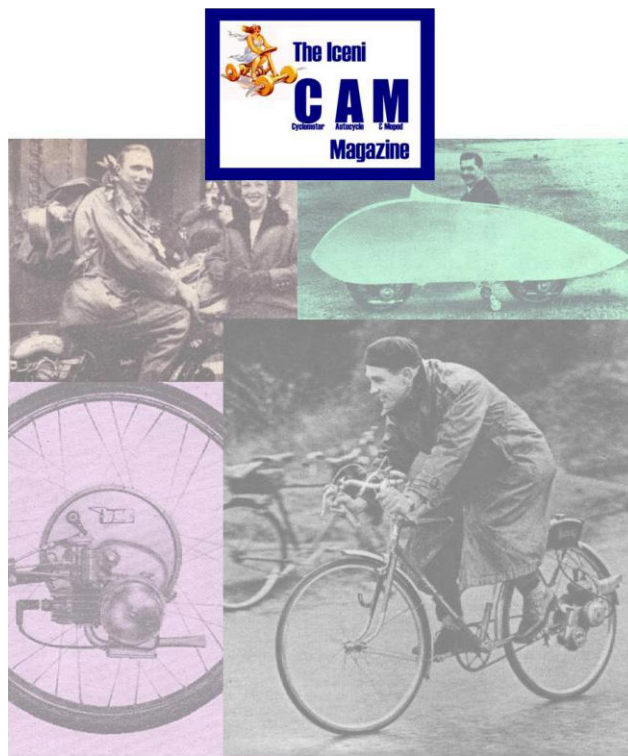
RALEIGH
MOPED

for which they are suppliers of rubber components of the same high quality as those they have supplied to Raleigh Cycles for many years.



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