

Every effort has been made to ensure that the specifications quoted on this and the foregoing pages are as full as possible, it is not claimed that the feature constitutes a complete guide to all the machines on the British market.

A NEWCOMER TO THE RANKS

First Details of the Raynal Auto

A VERY rare thing is the arrival of a completely new make of motorcycle, so the news that the Raynal Manufacturing Co., Ltd., of Birmingham, has introduced one is all the more welcome and encouraging.

The machine is of the power-assisted bicycle type, marketed in one form only, at £18 18s. Four of them will be exhibited on Stand 21 at Earls Court.

A Villiers 98 c.c. Junior unit is used, incorporating a clutch running in oil, and the usual flywheel magneto, with

lighting coils. The exhaust system comprises an aluminium expansion box, silencer and tail-pipe, giving exceptional silence.

A cycle-type open frame is used, with tandem-strength fittings and taper stays. Although very sturdy it is quite light in weight. Springing for the front fork is arranged by fitting a single laminated spring and adjustable shock absorbers are included.

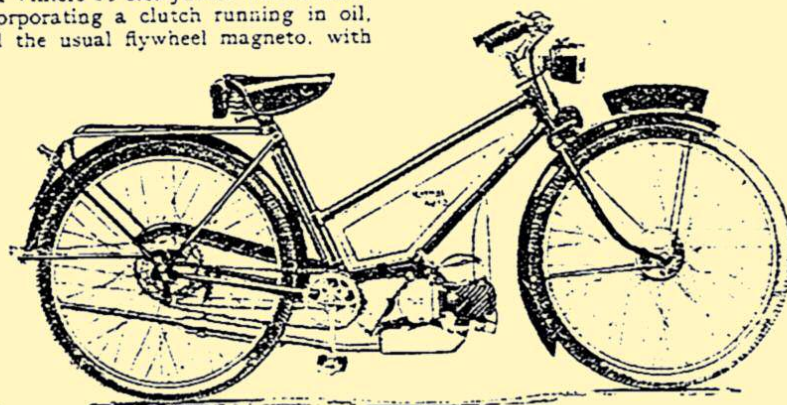
Auxiliary transmission on this newcomer comprises the normal pedalling gear, with straight cranks and a ratio of 60, whilst the engine-power is conveyed through the countershaft clutch already mentioned: the rear driving chain from the countershaft is of $\frac{1}{2}$ -in. by $\frac{7}{8}$ -in. size and is protected by a neat chain cover.

Internal-expanding brakes are used back and front, controlled in the usual way; the wheels are of heavy gauge and carry 26 by $1\frac{1}{4}$ heavy-duty Dunlop tyres. Deep "D"-section mudguards with splayed splasher ends are employed.

Comfort is looked after by pleasantly curved bars and a large spring saddle in a low position.

The finish is excellent, carried out in black and cream and gold, with chromium plating. Frame, forks, mudguards and so on are all Bonderized before enamelling. The rubber-mounted fuel tank is finished in cream with gold lining and transfers.

It is claimed that this good-looking little machine will do 30 m.p.h. and will average 140 miles per gallon. The annual tax, of course, is a mere 12s. 6d.



A welcome new lightweight which will be seen at the Show. The power-unit is by Villiers and the clutch runs in oil.