

RALEIGH "LENTON SPORTS"

A Sound Machine at a Moderate Price

A FEATURE of the Raleigh Cycle Co.'s post-war programme is the Lenton Sports Model, a machine that is designed to appeal to the clubman tourist in particular, as well as to all who can appreciate a reliable, attractive-looking and responsive mount at a reasonable price.

Incorporating many new ideas, the machine is of a completely fresh design and should not be confused with the Lenton Sports model produced by the company in pre-war days. The new semi-upright frame, with fishtail and cut-away lugs, is made throughout of the famous "531" tubing, giving strength and lightness, while a new type of fork, with solid ends and graceful offset, gives good resilience against road shocks on bad surfaces.

Having ridden many miles in recent weeks on the machine, I can vouch for its comfort and liveliness. On spine-jarring cobbles in London

THE DETAILS

RALEIGH LENTON SPORTS Model 25

Frame: 21 ins. 71 degrees head and seat angles. "531" tubing. Brazed mudguards and pump fittings.
Wheels: 26-in. by 1 1/4-in. Endrick rims. Stainless steel spokes.
Tyres: Dunlop.
Gears: 66.4 ins. free, 74.7 ins. fixed.
Chainwheel: Three-pin detachable. 46T.
Cranks: 6 1/2 ins., fluted.
Pedals: Sports rat-trap.
Handlebar: Special Raleigh design, 15-in. centres and 5 1/4-in. drop. Adjustable stem, 2-in. forward extension, head clip fixing.
Brakes: Raleigh front and rear caliper.
Mudguards: Detachable white celluloid.
Saddle: Brooks B.15.
Finish: Polychromatic green with attractive transfers. All usual parts Raleigh-chrome plated.
Fittings: Tools, kitbag, inflator, reflector. Lamp brackets on head and left-hand fork blade.
Price (subject to amendment): £15 3s. 8d. net cash, including purchase tax.
Extras: Three or four-speed Sturmey-Archer gears, also patent 6-volt Dynohub can be fitted at usual extra costs.

the sensible wheelbase and the springy forks gave a feeling of steadiness that was quite remarkable, while on the smoother roads out of town the mount responded well and gave no semblance of "drag." The machine has an exceptionally smart appearance, the polychromatic green finish of the frame blending well with the white celluloid Britannia mudguards and chromium-plated handlebars, chainwheel and cranks.

Another point worthy of note on the Lenton is the new head adjusting arrangement. In addition to the normal head piece there is an octagonal locknut, which not only ensures that the head will not work loose, but also allows a more minute adjustment of that most important part of the bicycle.

Stainless steel is used to useful effect, for spokes and the familiar fork crown thimbles, the hall mark of a Raleigh cycle, being made of this metal, which retains both its strength and its bright surface indefinitely.

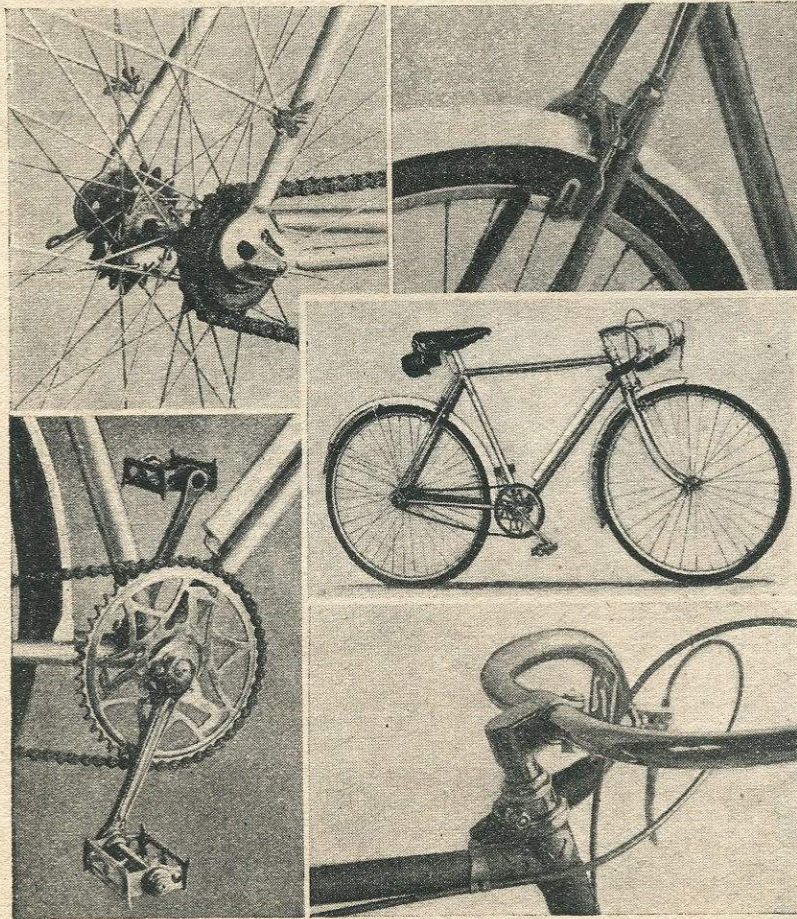
Two side-pull caliper brakes are fitted, the adjustment being by means of a milled screw that can easily be turned with the fingers—a boon to any rider who has tried adjusting brakes fitted only with a small nut that cannot be moved without a spanner.

Other interesting points in the specification of the Lenton Sports are the wide pedals, giving a good grip to all types of footwear, the flanged chainwheel, fluted cranks, the new type handlebar bend, with a short, fixed extension which gives a very comfortable position on the machine, a Brooks B.15 standard saddle, and white celluloid inflator.

Bottom bracket and hub bearings are of a very high standard, light, accurately ground, and easily adjustable. The rear hub is double-sided, and is supplied with an 18-toothed free-wheel unit and a fixed sprocket with 16 teeth.

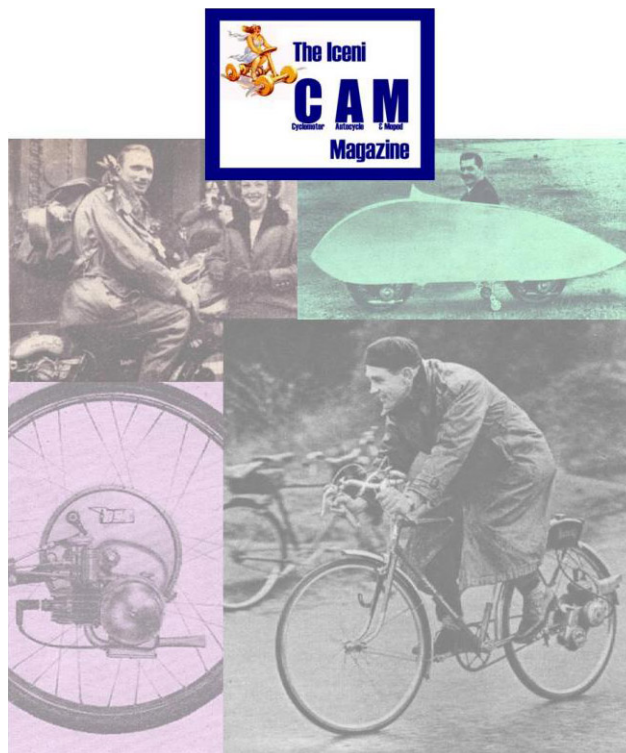
Altogether, the Raleigh Lenton Sports model is a bicycle that fills a very definite need. For the tourist or club rider who likes his machine to have just that extra "little something," coupled with good appearance, good performance and safe road-holding qualities, this is the machine. The price is £15 3s. 8d. including purchase tax.

"NIMROD."



Some features of the Lenton Sports model. (Top left) The quick-release rear fork ends; (top right) efficient braking power is supplied by the neat side-pull caliper brakes; (centre) the complete machine; (lower left) wide, rat-trap pedals, and fluted cranks are attractive points; (lower right) the new Raleigh head-locking arrangement.

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