

Your 1949 Bicycle?

RALEIGH'S NEW "LENTON SPORTS" TESTED

APPEARANCE counts for a great deal in a bicycle, as was amply proved during the first week I rode a new Lenton Sports machine from the 1949 Raleigh range. The handsome model had to be left on the kerb for only a moment before interested people approached it, and admiration was general and genuine. The polychromatic lustre green finish and neat transfers caused the bicycle to stand out against all other units of traffic as I rode the first few miles in London streets, and heads were turned from the pavement as if guided by a master key!

A Raleigh rider for more than 20 years, I know from experience that the famous firm does not concentrate its craftsmanship on finish alone, but the wonderful outside appearance is on a par with that which is hidden from cursory examination. It is in the Raleigh "engine room" that the best of workmanship can be located, and the traditions of 60 years of cycle making are fully upheld in this Lenton Sports model I am now riding.

Its Metropolitan life was brief. Eight days after delivery the handsome Dynohub lamp was pointed in the direction of Portsmouth, and from that town several hundreds of miles have been ridden, every one a joyous experience.

The initial trip was a taste of pleasure to come. From London to Clarence Pier, Portsmouth, this Lenton Sports (definitely

a "stock" model) behaved like the thoroughbred it is. On the few level stretches, up the many long, steep hills, and down the well-surfaced slopes, this fine bicycle proceeded smoothly and with distinct liveliness. The four-speed gear (FW) gave the wide choice of gears that I like on a modern machine, and the manner in which the various gears slipped into operation was a treat in itself.

From Godalming to Horndean a stiff wind blew from the coast, but the taut, light bicycle beneath me forged steadily ahead, taking the long slopes of Hindhead with ease. Here was proved the value of four nicely-spaced gears; each was used, even the highest, from Thundersley to the "Royal Huts" on the crest of the Devil's Punchbowl.

The cold, blustery March wind made itself felt across Bramshott Common, and a sudden remembrance sprang to my mind. On January 13, 1932, I bought a Raleigh "Sports Tourist" and, although the weather was as far removed from "ideal cycling conditions," as can be imagined, that bicycle was put through its paces within a few hours of purchase—and along this very road! I little thought at the time that, 17 years later, I would be riding the latest example of Raleigh craftsmanship from London to Portsmouth, but history does repeat sometimes.

Test for Fitness

With Portsmouth as a headquarters for an indefinite period, the Lenton Sports has been ridden this past fortnight each and every day. Into Sussex and over the Downs, the flat, fast road to Southampton, the lanes (rough surfaced and far from fast) in the Meon Valley area, this machine has been subjected to a hard, unrelenting test of fitness to bear the Raleigh transfer.

Night-riding has been quite a feature. Although spring is nearly upon us, cycling at 11 p.m. at present calls for a minimum of dawdling if the rider wishes to keep snug and warm. On the first Sunday in March, despite snowy conditions, I clocked 107 miles, the conclud-

Price of the "Lenton Sports," as pictured right, is £20.13.2, includes purchase tax. (Saddle shown is not the Brooks B.15 supplied—"The Bicycle" reporter substituted his own for his first ride!)



ing 45 miles being ridden after lighting-up time.

As a cyclist who has experimented with all kinds of illumination, dry battery, dynamo, acetylene and oil, the efficiency and brightness of the Raleigh Dynohub is a revelation. Maybe finality in cycle lighting has not yet been reached, but whatever British brains may think up in that direction during future years, it will have to be something approaching miraculous if it is to better the Dynohub as

fitted to my Lenton Sports bicycle.

It is good to get back to Raleigh quality. That model purchased in 1932 served me well for many years, and I sold it eventually to a workmate for a good sum—the name, apart from the machine itself, commanded a fair price. If it is possible to produce a better bicycle 17 years hence than the Lenton Sports, quality and price considered, I hope to ride it!

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SPECIFICATION

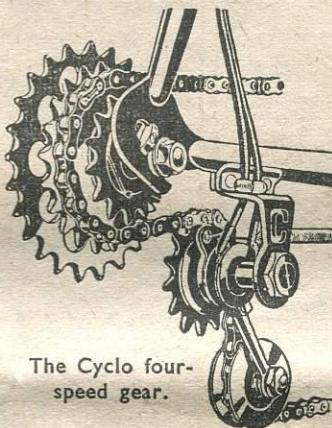
Frame: 21 in., 23 in. 71 deg. head and seat angles, "531" tubing. Entirely brazed-up with brazed-on pump fittings, cutaway lugs. Wheels: 26 in. by 1 1/4 in. Endrick. Stainless steel spokes. Tyres: Dunlop Sprite. Gear: 66.4 in. free, 74.7 in. fixed. Hubs: Raleigh Quick Release. Chain-wheel: Detachable 46T. Cranks: Fluted. Pedals: Sports Steel. Handlebar: Special Raleigh design, 16 in. centres, 5 1/2 in. drop. Adjustable stem. Brakes: Raleigh front and rear Caliper. Mudguards: Light alloy, with mudflap and spearpoint extension. Saddle: Brooks' B.15 best Butt leather, finest quality. Finish: Polychromatic lustre green on Sprabonderised rust-proof surface with attractive transfers. All usual parts Raleigh-chromium plated.

EXTRAS. — Sturmey-Archer three-speed gear (AM) medium ratio and patent 6V Dynohub. Sturmey-Archer four-speed gear (FW) wide ratio.

CYCLO'S "FITTING AND MAINTENANCE" GUIDE

THE Cyclo Gear Company, of Birmingham, have produced a new "Fitting and Maintenance Instruction" folder, to give information on the company's range of derailleur change-speed gears. The attractive four-page leaflet gives comprehensive details of two-, three- and four-speed gears, showing method of assembly, correct gear-lever positions, various spares, and instructions for dishing a rear wheel, to facilitate the fitting of a Cyclo gear.

Special spares and conversion



The Cyclo four-speed gear.

parts for the four-speed gears are featured, as are the company's special rear fork-ends and various types of fitting brackets and rear hubs.

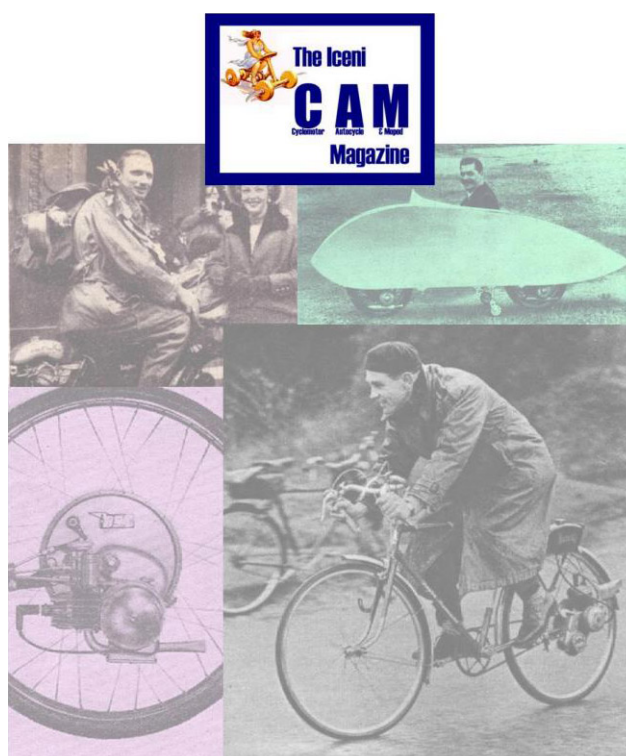
The last page of the leaflet is devoted to care of the gear. Information deals especially with care of the free-wheel, including advice on removal of the multi-sprockets and tension sprockets.

"Cyclo Don'ts" complete an extremely useful guide to the maintenance of the change-speed mechanism, which may be obtained, post free, price 4d., from Cyclo Gear Co., Ltd., Potters Hill, Aston, Birmingham.

New L. H. Brookes List

COMPLETE range of machines by L. H. Brookes Cycles, Ltd. (Anson-parade, Dickenson-road, Manchester, 13), is contained in the new catalogue recently issued by the firm. The catalogue gives details of all the firm's lightweight frames and complete machines for road, track, and mass start racing, and is certainly worth study by those contemplating a new machine for any of these purposes.

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