



## RALEIGH MOPED

*Nottingham-built Single-speeder is First Moped in "Cycling's" New Test Series*

**A**LTHOUGH it is only a few months since I presented an impression of the road performance of the then-new Raleigh moped, I did not hesitate to name it as the first machine to undergo test in this new series of CYCLING reports, including much-augmented information on performance. Few machines of this class have attracted so much interest as the Raleigh, and I was anxious to see how it would measure up under the new test routine.

### Internal Modifications

The model which I originally tried was a prototype, and since then production models have appeared, incorporating an exhaust system with slight internal modifications. These have given improved torque—a point quite noticeable on the machine I tested.

However, as before, my immediate impression of the Raleigh was its comfort. The rider fits this moped as if it had been tailored especially for him, and the combination of a good position, well-placed handlebars and a soft and nicely-sprung saddle makes it a real pleasure to use the machine over longish distances.

This pleasure is heightened by the manner in which the engine behaves. There is little exhaust noise, and no mechanical clatter. The Sturmey-Archer unit simply purrs, all the time, and unless you are the type of rider who drives his machine flat-out down a steep hill you are unlikely to encounter any vibration at all, for those were the only tactics I could find which would provoke it!

Starting was easy, providing the carburetter

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was well primed beforehand, the engine firing almost at once. Pedal assistance was normally given up to seven or eight m.p.h. after which the unit was quite happy to take over.

It is also a unit which has been designed for collar work, and I found that for all practical purposes the Raleigh could be cruised with the throttle hard back against the stop. That meant about 25 m.p.h. as a sustained speed on give-and-take going, with the needle sweeping smartly over the 30 m.p.h. mark on slight descents, and falling to, say, an indicated 15-20 m.p.h. on the usual sort of main-road hill.

### Over-geared

However, I was disappointed with the hill-climbing, and my observation of the earlier test . . . that the machine is over-gearred . . . is reiterated. It was quite hard work to ride the Raleigh up my new test hill—but, again, we come to the enigma that on many gradients it is as quick as the average two-speeder.

On the fuel consumption side, the figure of 134 m.p.g. recorded at 25 m.p.h. is significant. This was, to all intents and purposes, a full-throttle consumption figure—and a very creditable one, too. Over 130 m.p.g. with the taps wide open argues that, in average use, the Raleigh can be expected to produce the sort of fuel consumption which makes owners smile and garagemen rage. Since I noted over-all averages of over 170 m.p.g., despite some pretty hilly going, the Raleigh passes with honours on this score.

With the brakes I was not quite so happy, since even heavy application did not produce

### Performance

**Speed:** Maximum 26 m.p.h. in 28 sec. from rest.  
Flying 1/10th mile, 26 m.p.h.  
Standing 1/10th mile, 18 m.p.h.

**Acceleration:**  
0-10 m.p.h., 4 sec.  
0-15 m.p.h., 8 sec.  
0-20 m.p.h., 15 sec.

**Economy:**  
At 20 m.p.h., 162 m.p.g.  
At 25 m.p.h., 134 m.p.g.

**Hill Climbing:** Time for hill, 2 min. 35 sec.  
Pedal assistance required from 0.15 miles.  
Test hill 0.5 miles long; max. gradient 1 in 10.

**Braking:**

	Front	Rear	Both
At 20 m.p.h.	39ft.	48ft.	24ft.
At 25 m.p.h.	60ft.	66ft.	40ft.

**Pedalling:** Comfortable pedalling speed, 8 m.p.h.  
Tester's rating: easy to pedal.  
Tester's Weight: 200lb.

The van brought the tools but the Raleigh brought the man! Already, Britain's new moped is becoming a familiar workaday sight.

### Specification

**Engine:** Sturmey-Archer, two-stroke; 38 mm. bore x 44 mm. stroke = 49.9 c.c.; c.r. 6.2 to 1; 1.3 h.p. at 4,300 r.p.m.

**Transmission:** Countershaft, carried on large-diameter needle-roller bearings in bottom bracket; single speed; belt primary and chain final drives; separate pedalling gear; pedal starting; push-pull catch to engage engine.

**Frame:** Brazed and bolted tubular frame, open pattern; Raleigh front forks; rigid rear end.

**Tank:** 6½-pints capacity.

**Lights:** Front and rear lamps fed direct from Lucas flywheel magneto-generator; standby lighting provided by three single-cell batteries in tubular casing, externally-mounted.

**Wheels and Brakes:** Both brakes 3½-in. internal-expanding; chromium-plated rims and rust-proof spokes; 2.00-in. x 26-in. Dunlop tyres at front and rear.

**Equipment:** Bulb horn; saddle bag; Shuresta centre stand; luggage carrier; number plates; in-built licence holder, tyre pump.

**Finish:** Duo-tone grey enamel, with chromium-plated details.

**Weight:** 87lb.

**Makers:** Raleigh Industries Ltd., Lenton Boulevard, Nottingham.

**Price:** £48 16s. 6d. inc. P.T.

the sort of stop I had been expecting. However, I must emphasise that the roads were still on the greasy side when the figures were obtained, and that a slight improvement could have been expected under better conditions. There is one further point about them—it is impossible, I would say, to lock either wheel. This is a decided point in their favour, for it means that even an unskilled user can apply the brakes heavily without running the risk of a dangerous skid.

An addition to my test routine is the assessment of the machine's pedalling characteristics. Thanks to its stand-by lighting and pedal cycle configuration, the Raleigh can be propelled by the rider after a breakdown whether by night or by day. Naturally, it is no racer. However, I found that it could be taken along on the level at eight m.p.h. quite easily, even with its rider encumbered by weatherproof riding kit.

### Good Lighting

Finally, the lighting. This is of good pedal cycle standard. The main beam gives a good spread and forward illumination adequate for the speed of the machine, while the tail lamp and reflector are of large area.

Yes, the Raleigh is definitely a machine with a personality. I am glad to have had a second opportunity of getting to know it.

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