



## NEW MOPED

### THE RALEIGH RUNABOUT

**B**ACK in 1958 the RALEIGH company came into the motorised cycle field with a simple form of moped. In the first year of its production they sold more than all the other mopeds in Britain put together and the overall figures for new registrations in this class established an all time high. This proved that the potential demand was enormous and that the name of *Raleigh* really stood for something among the cyclists of Britain. But the venture was not a success, demand failed and the machines disappeared from the market.

Both trade and public suffered and what the advertising people call the "image" of the mo-ped received a sad blow. Worst sufferers of all were RALEIGH INDUSTRIES themselves, but they learned their two expensive lessons well, that bicycle and an engine together do not necessarily make a mo-ped and that thousands of cycle dealers throughout the country may not be able and willing to provide mo-ped service. The result of these lessons, learned the hard way, will be unveiled at the Blackpool Show on May 15th.

It is probably the most practical, the simplest and even the prettiest utility mo-ped ever to appear in Britain and at a price that makes it the best value ever. Actually RALEIGH, with the cycle side of the business very much in mind, want to

get away from the label mo-ped and the new machine is called the *Raleigh Runabout*. The name describes it well.

#### All it takes

The pressed steel frame and the engine with its automatic clutch are those already well proven on the existing RM.5 (and Phillips Panda and Norman Nippy) models, but the machine looks lighter and much neater because the newly designed fuel tank is mounted below and behind the saddle and also forms a carrier. The capacity is 1½-gallons which will make topping up no more than a once a week job for most users. Front forks are rigid and the front brake is a caliper (heavy export cycle type), the rear brake, also hand-operated, is in the finned rear hub. Wheels are 23" x 2" and both saddle and handlebars are

adjustable for height.

The engine has a chromed bore, alloy cylinder and head and provides 1.4 b.h.p. at 4,500 r.p.m. It is designed to stand up to full throttle cruising and we watched one machine on the test bed. It had been running flat out for days on end with a 15-stone load and eccentric rollers giving it the hammering of simulated *pave*. Caged rollers are used for big end, small end and clutch. The automatic clutch itself is of the two-stage type operating to take up the drive either from engine or road speed. The machine can be pedalled freely and easily.

A short run bore out our impressions of lightness, handiness and comfort. The rigid forks (bottom link suspension is being developed as a future alternative) give that feeling of positive control and security that any experienced cyclist likes, clutch pick up is smooth and throttle response lively.

Appearance is most attractive, good lines being set off by a two-colour finish in olive green and light grey.

With the price at only £45 14.6d., including P.T. "Who's afraid of the Big Bad Beeching?" might well become the slogan of the men who sell it and this selling side has been as drastically redesigned as the machine itself; there are many fewer of them than in the experiment of five years ago, but *all* dealers who sell this model will be able to supply spares and service. With a machine of this type and quality not much of either may be required but for the everyday rider they have to be there.

We will be publishing a full road test report in our June issue and we are sure that our readers will be looking forward to the test as keenly as we.

## NEW SCOOTERETTE

### THE JAWA 05

**N**EW on the stand of INDUSTRIA, LTD. is a competitively priced 50 c.c. scooterette called the *Jawa "05"*. The engine has been drastically redesigned since the earlier 50 c.c. unit of this make appeared in Britain and now affords 3 b.h.p. at 6000 r.p.m. It is an all alloy unit with cast iron liner and a 7½ to 1 compression ratio and a massive cage roller bigend bearing.

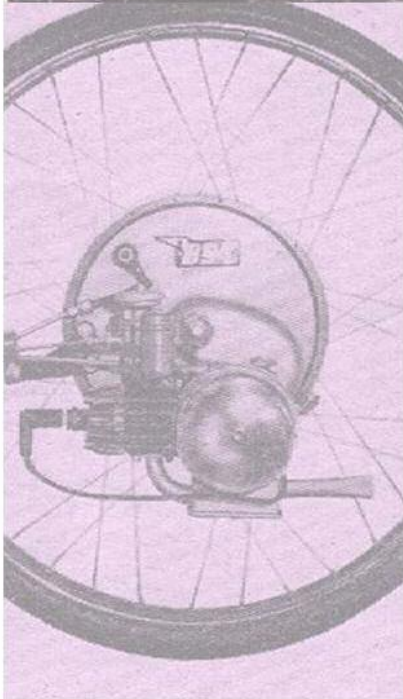
A two-plate five-spring clutch looks tough enough to take much heavier loadings. The gearbox has three speeds and

is foot operated with positive stops.

The unit is horizontally mounted beneath a large diameter steel tubed frame with rear mounted 1½-gallon fuel tank under the dualseat. Suspension is by telescopic front forks and swinging arm rear with hydraulically damped spring units. Pillion footrests are standard equipment. The 16-inch wheels are interchangeable and the rear wheel comes out without disturbing the rear chain and sprocket. Full width brakes in finned light alloy hubs are 5-inches in diameter.

Body and mudguards are in heavy

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