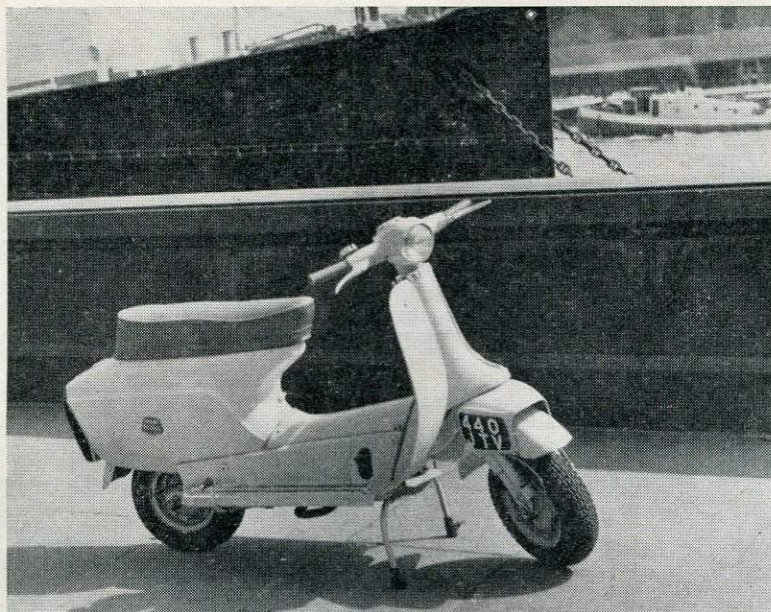


**ROAD  
TEST  
REPORT:**



The Roma  
on  
Victoria  
Embankment

## The 80 c.c. Raleigh ROMA

**I**N the belief that the middle-weight scooter market is well provided for, Raleigh have produced a luxury lightweight machine, the 80 c.c. *Roma*. This is, in fact, their version of the *Orsetto*, produced by the Italian firm Bianchi. The two scooters are, in the main, identical.

The rubber mounted engine develops 3.7 b.h.p. at 6,650 r.p.m. Of 77.8 c.c. capacity, its bore is 48 mm. and the stroke 43 mm. The engine lies in a "tunnel" running under the pressing, with the cylinder head forward in the stream of air drawn in by the scoop on the front mudguard.

Three constant mesh gears are hand operated, as is the oil immersed multi-plate clutch. Gear ratios are 19.93, 11.1 and 7.1 to one.

The frame consists of welded steel tubes, with pressed steel fittings and body panels. It has a lift-up dual seat which covers the petrol filler cap and the tool box. The tank holds 1½ gallons with reserve.

Access to the "works" is achieved by removing four small wing nuts and folding out the footboards and parts of the centre pressings, on each side.

The front forks have trailing link suspension, and rear suspension is by

trailing forks with telescopic springs.

The eight inch wheels have 3½ inch tyres and are split rim type, with 5 inch brakes.

Lighting is provided by the handlebar mounted headlamp, with dip and main beams, and parking lights. Six volt current comes from the *Mirelli* flywheel generator.

Standard equipment includes a tool kit (with rear prop stand), centre stand, tyre pump and speedometer.

### Note quite sporty

To start the *Roma*, the petrol is switched on by a smart plastic knob below the saddle, and the cold start device is operated through a small round hole in the pressing. From cold, the little engine invariably started first or second kick though it was sometimes reluctant to fire when hot. The kick starter is small and conveniently placed by the right footboard.

Immediate reaction on starting the engine was that it was noisy when even lightly revved—it was a consolation that the note was quite sporty, suggesting a much bigger engine. The revving motor also caused a lot of

vibration through the chassis, quite noticeable in the footboards and handlebars.

The well-marked twist grip gear change is absolutely foolproof, giving quick trouble-free changes every time. Except in first, smooth changes could be made up and down without using the clutch.

The ratios are well chosen, and first gear took the *Roma* away from standstill at an acceleration comparable to larger scooters. Second gear was used for heavy traffic work and hills, while top came into its own on straight stretches and long runs.

The performance of the tiny engine was impressive. It stood up to a lot of hard work and rough usage, and seemed to thrive on high revs. Despite this and a smoky exhaust, the plug only whiskered once during four weeks continual use.

Fuel consumption was around 80 miles to the gallon, but gentler handling could bring this up to the claimed 120 m.p.g. Reserve only lasted 3 miles. Raleigh claim a top speed of 43 m.p.h. for the *Roma* and we could only squeeze another 1 m.p.h. out of it racing down a long straight hill. A normal top cruising speed was around

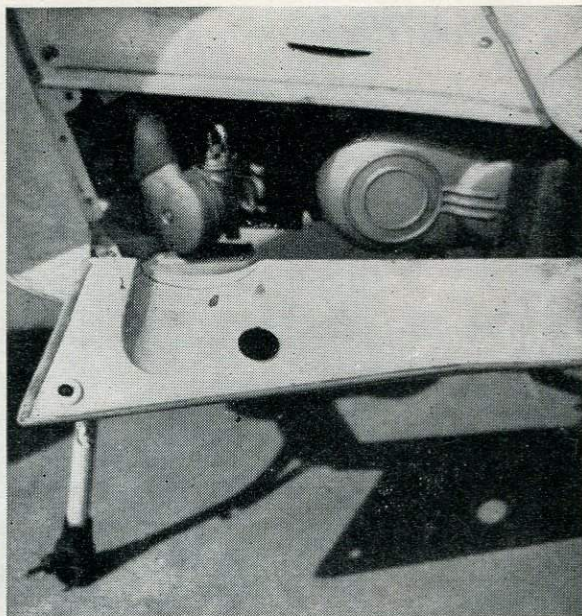
40 m.p.h. The addition of a pillion passenger has surprisingly little effect on the good pulling power of the engine.

The handling of the *Roma* is first class. Obviously light in weight, it was easy to push about, put on its stand, and drive at very low speeds. On the test machine, steering lock to the left was greater than to the right, but both were considerable.



Right: both footboards fold outwards to reveal the horizontal forward-facing engine unit. Note the carburettor with air intake from inside the body pressings

Left: the *Roma* at home—rapid safe riding in heavy London traffic.



Out on the road, the lightness was an advantage both in rapid braking and making speedy manoeuvres. The well forward, low down position of the engine was no doubt a help here.

Suspension was satisfactory—perhaps a bit on the rugged side. Its shortcomings, however, were well made up for by the really comfortable

dual seat. Well-sprung and padded with foam rubber, it did not leave the rider with a numb rear end after very long rides.

Both sides of the engine, transmission and final drive are easily accessible when the side panels are folded out, but removing the spark plug is a little fiddly. This is a "long distance" job, two box spanners having to be fitted together and put in from behind the front wheel.

The useful set of tools are kept in a bag in the bottom of the roomy tool box in the "tail" of the *Roma*, overhanging the rear mudguard. This box is of glass fibre and does not fit closely into the body pressing. The result was that small objects could (and did) slip out of the top and away through the body when the box was full. A larger aperture under the seat to reach the

box would also be an improvement.

The petrol cap was a large plastic cork, which worked quite well although a good tug was needed to get it out.

There are lugs on both sides of the centre stand, which is fitted well forward. It proved very secure.

Lighting on the *Roma* was just adequate for moderate-speed cruising in unlit roads. The horn should really be classed as a "squeaker".

On the whole, the *Roma* made a very good impression with us. Out-of-the-ordinary styling, sturdy construction and a most lively performance should make it a popular lightweight machine. While proving ideal for members of the weaker sex, its manoeuvrability and hardworking sporty-sounding engine make it a bike that anyone could be proud of.

## SPECIFICATION

**ENGINE:** 77.8 cubic centimetres (48 mm. bore x 43mm. stroke) two stroke. Cast iron cylinder and aluminium flat topped piston. 3.7 B.H.P. at 6,250 R.P.M.

**TRANSMISSION:** Three-speed constant mesh gearbox with hand operated multi-plate oil immersed clutch. Helical gear primary drive, enclosed chain secondary drive. Gear ratios, third gear 7:1, second gear 11.1:1; first gear 19.93:1.

**FRAME:** Welded tubular steel with pressed steel fittings and body

panels. Front and rear suspension by telescopic rubber spring units. Petrol tank of 1½ gallons capacity.

**LIGHTING:** Direct lighting from Mirelli flywheel generator to 4¼ in diameter headlamp and rear lamp incorporating reflector. Twin filament headlamp bulb providing dipped beam for town use.

**WHEELS AND BRAKES:** 3.50 in x 8.0 in. tyres, pressed steel interchangeable split rim wheels, 5 in. diameter front and rear brakes. Rear wheel detachable without dis-

turbing chain.

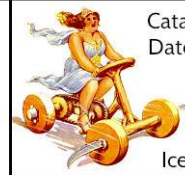
**EQUIPMENT:** Tool box, tool kit, centre stand, rear prop stand, tyre pump, number plates and speedometer. Large mattress dual seat. Electric horn.

**FINISH:** Pear Grey enamel with bright chrome plated fittings.

**WEIGHT AND DIMENSIONS:** Weight 172 lbs. Height 3 ft. 3¼ in. Width 2 ft. 0¼ in. Length 5 ft. 6 in.

**MANUFACTURERS:** Raleigh Industries Ltd., Nottingham.

**PRICE:** £117 9s. 6d.



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(Page 3 of 4)

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SEPTEMBER, 1961

POWER AND PEDAL WITH THE SCOOTER



*One of those charming scenes that make it easy to forget rush-hour riding, cold starting, stalls at traffic lights and so on—but does this young lady drive with those shoes slug round her neck, or did the photographer bring her?*

behind a dustcart in the creeping cortege which winds its way around the streets during that period of the day when it is called the

life. Why then does one bear with it? Welcome it? Even find it indispensable? You know that it

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In every quality that matters to the scooter owner, this brilliant new Raleigh Roma gives you the thumbs-up, go-ahead signal.

**CONTINENTAL SMARTNESS**

The Roma was designed and styled in Italy—that's why it looks so elegant, so up-to-date, so absolutely right.

**COMPLETE RELIABILITY**

All the design experience of some of Italy's most respected engineers, plus all the skills and resources of the great British firm of Raleigh, combine to guarantee you built-in dependability, backed by instantly available service and spares depots all over the country.

**UNRIVALLED STABILITY**

The Roma's engine is placed with the weight mid-way between the wheels to give you a new kind of stability, of manoeuvrability, and safety in all weathers.

**EXCEPTIONAL EASE OF CONTROL**

The Roma weighs less than almost any other scooter on the road, and its centre of gravity is only a few inches above the road. It starts, stops and turns with the agility of a polo-pony—but it never bites or kicks!

**AMPLE PERFORMANCE**

The 77.8 c.c. two-stroke engine develops 3.7 b.h.p., giving an exceptional power-to-weight ratio. Drive to the rear wheel through oil-immersed multi-plate clutch and 3-speed constant mesh gearbox. Speed over 40 m.p.h. Fuel consumption up to 120 m.p.g. And it will take two 11-stone men up a gradient of 1 in 4½!

**THE RALEIGH ROMA SCOOTER**

PRICE COMPLETE

SCOOTER

**£117. 9. 6d.**

**TERMS: £23.9.11 down, and 80 weekly payments of £1.7.6 or 104 weekly payments of £1.2.1**

*Including insurance against Accident, Sickness and \*Unemployment. (\*We regret that Unemployment insurance is not available in Northern Ireland).*

Post this coupon for full details, and the address of your Roma Dealer

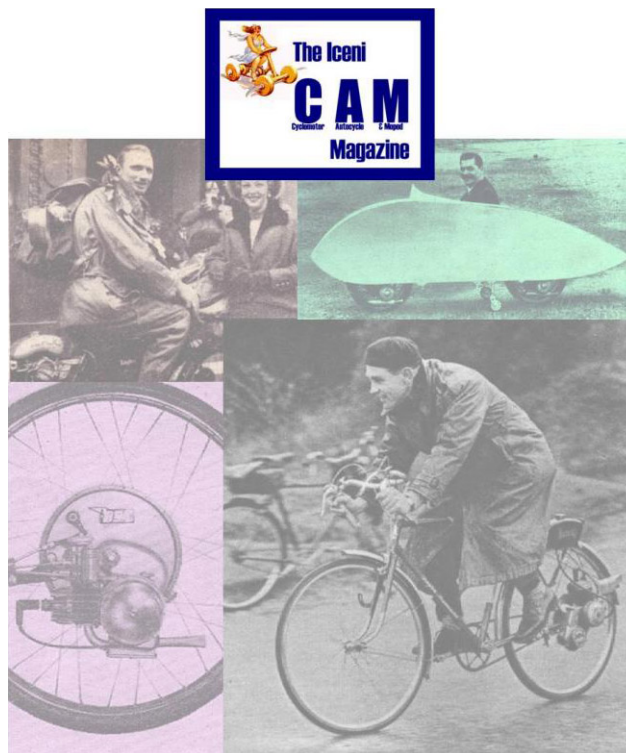
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