

RALEIGH

THE MOTOR CYCLE

*Takes Everything
in its Stride —*



INTERNATIONAL SIX DAYS' TRIALS

ENGLISH SIX DAYS' TRIALS

SCOTTISH SIX DAYS' TRIALS

LONDON EDINBORO TRIAL

A.C.U. ONE DAY

A.C.U. STOCK TRIAL

LONDON - EXETER

LONDON - LAND'S END TRIAL

1924

Geo. Orwey

HOWITT LITHO NOTTINGHAM

RALEIGH SPARE PARTS STOCKISTS

ALDERSHOT: Elmsdale Cycle Co., Elms Road
 ALTRINCHAM: W. Richardson, 8/10 Oxford Road
 APPLEBY: W. Atkinson, Market Place
 ASHFORD: The Ashford Motor and Engineering Co.
 ASHTON-UNDER-LYNE: Green's Stores, Ltd., 272 Stamford St

BALA: E. Williams & Sons, Bala
 BANBURY: George L. Ginger, 17 & 18 Parsons Street
 BARNARD CASTLE: E. Watson, 20 Galgate
 BARNLEY: J. Caffrey, 10/12 Doncaster Road
 BARNSTAPLE: A. S. Jones, High Street
 BATH: F. C. Wallace, Fountain Buildings
 BEACONSFIELD: F. Ellis, High Street
 BEDFORD: Arthur Gell, 25 Harpur Street
 BELPER: Day's Garage, King Street
 BEXHILL: T. E. Marchant, 52 Leonard's Road
 BIRKENHEAD: R. Edmunds, 9 Whetstone Lane
 BIRMINGHAM: Premier Motor Co., Aston Road
 BISHOP AUCKLAND: H. Richardson, 145 Newgate Street
 BLACKBURN: Slater's, 88 King Street
 BLYTHE (Northumberland): A. S. Mole, 9 Market Place
 BOLTON: Madgwick & Co., 79 Knowsley Street
 BOSTON: F. Launchbury, 5, 7 & 14 Dolsin Lane
 BOURNEMOUTH: P. W. Surplice, Poole Hill
 BRADFORD: Charles Sidney, Ltd., Manningham Lane
 BRADFORD: Eric S. Myers, Manningham Lane
 BRAMPTON: R. J. Nixon, Front Street
 BRIDGWATER: Winkworth & Co., 7 Penel Orliu
 BRIGHTON: W. Wellford, 28 St. James Street
 BRIGHTON (HOVE): Bradshaws, 6 Western Road
 BRISTOL: H. Haskins & Sons, 14 City Road
 BROMLEY: J. L. Love & Co., 21 Park Road
 BROMSGROVE: W. H. Chapman, High Street
 BURNLEY: J. Hebdon & Sons, 149 St. James Street
 BURSLEM: F. Lycett, Market Place
 BURTON-ON-TRENT: Gilbert Field & Co., Station Street
 BURY: Thomas Dobson, 4 Elton Road

CAMBRIDGE: G. & J. Dawson, 60 Regent Street
 CAMBERLEY: White's, 42/43 London Road
 CARDIFF: Kennard Cycle Co., 20 City Road
 CARLISLE: Graham & Roberts, Butcher Gate
 CASTLEFORD: S. Batten & Sons, Carlton Street
 CASTLETOWN, I.O.M.: A. F. Lawton, 6 Arbory Street
 CHADWELL HEATH: Sissley's Motor Supply Co., The Pavement
 CHEADLE: P. O. Toms, 11/15 Gatley Street
 CHELMSFORD: E. H. Hora, Rainsford Road
 CHELTENHAM: Wicliffe Motor Co., Bath Road
 CREWE: F. Woolridge & Sons, High Street
 CROYDON: W. & H. Churchill, 14/16 Park Street

CHANNEL ISLANDS.

GUERNSEY: W. J. Gray, 38A & 40 Pollet Street & St. Peter's Port
 JERSEY: F. Lequesne, 59 Halkett Place, St. Heliers

DERBY: Champion Cycle Co., Ltd., London Road
 DESBORO', Northants.: F. Burditt, Station Road
 DONCASTER: W. E. Clark & Co., Station Road
 DONINGTON, nr. Soalding: G. Dawson & Sons, High Street
 DORCHESTER: Tilley's, South Street
 DOUGLAS, I.O.M.: Ochan Motors, Ltd., Derby Square
 DURHAM CITY: G. L. Gibson, 16 New Elvet

EASTBOURNE: Lockwood's, 12/13 Station Parade
 EAST KIRKBY (Notts.): W. H. Wightman, Station Road
 EGREMONT: H. Lewthwaite, 1 Main Street
 EPPING: Cottis & Son, High Street
 EXETER: Wippell Bros. & Row, 243/4 High Street

FAKENHAM: Southgates
 FELIXSTOWE: Rose Bros., Pier Garage
 FOUR OAKES: C. Brander, Mere Green
 GATESHEAD: O. Carmichael, 83 High West Street
 GLOUCESTER: T. G. Hall, 25/27 Barton Street
 GODSNARGH, near Preston: J. E. Crompton, c/o Dean Cycle Depot
 GOSPORT: E. Lee & Son, 8 North Street
 GT. CROSBY: L. Myerscough, Liverpool Road
 GUILDFORD (Surrey): Jackson's

HALIFAX: Scotts', Victoria Motor House, Powell Street
 HANLEY: Ridgway & Co., Broad Street
 HARLESTON (Norfolk): Johnston's
 HARROGATE: Alex. Hunter, Parliament Street
 HEATHFIELD: O. T. Atkinson, High Street
 HECKINGTON: H. Almond, High Street
 HELSTON: R. Lory, 16 Wendron Street
 HEREFORD: E. B. Howell, 14 & 15 Commercial Road
 HIGH WYCOMBE: Davenport Vernon & Co., High Street
 HOLYHEAD: M. Evans & Sons, Market Street
 HORSHAM: Booren & Roberts, Springfield Road
 HUDDERSFIELD: Earnshaw & Co., 10 Cloth Hall Street

IPSWICH: E. T. Hubbard, Hyde Park Corner

KEICHLEY: A. Shuttleworth & Co., 121 Skipton Road
 KENDAL: H. Jackson & Co., New Road
 KIDDERMINSTER: J. Sanders, 58 New Road
 KING'S LANGLEY: E. H. MacMillan, High Street
 KINGSTON-ON-THAMES: H. Horsman, 39B Acre Road
 KIRKBY LONSDALE: J. Coulter, Main Street
 KIRBY MOORSIDE: W. Hodgson, West End Garage
 KNARESBORO: The Knareboro and Claro Motor Engineering Co., Ltd., High Street

LANCASTER: Wm. Atkinson & Sons (Lancaster) Ltd., North Road
 LAUNCESTON: S. Sluggitt, Exeter Street
 LEAMINGTON SPA: G. Main, 6 Bedford Street
 LEEDS: A. I. Greenwood, Guildford Street
 LEEDS: W. Mitchell, 35 Roundhay Road
 LEEK: Leek Cycle Co.
 LEICESTER: Quorn Garage, Belgrave Gate
 LEWES: Arthur E. Rugg, 1 Fisher Street
 LIVERPOOL: Victor Horsman, Ltd., Mount Pleasant
 LLANDUDNO: H. G. Nelson, The Garage

LONDON AND DISTRICT:

Lovett's Ltd., 418 Romford Road, Forest Gate, E.7
 Lamb's Ltd., 151 High Street, Walthamstow, E.17
 Lovett's Ltd., 61 Holborn Viaduct, E.C.1
 Jones Garage, Muswell Hill, N.10
 Lamb's Ltd., 50 High Road, Wood Green, N.22
 Lamb's Ltd., 387 Euston Road, N.W.1
 E. J. Rogers, 42 Church Road, Hendon, N.W.4
 F. Parks & Son, 10 Sangley Road, Catford, S.E.6
 Sam E. Clapham, 27 Stockwell Street, Greenwich S.E.10
 Cleare & Co., 125 High Street, Woolwich, S.E.
 Ridezi Sales, Ltd., 5 Victoria Street, S.W.1
 Maude's Motor Mart, 100 Great Portland Street, W.1
 The Newnham Motor Co., 223 Hammersmith Road W.6
 Ratcliffe Bros., 200 Great Portland Street, W.1
 Eagles & Co., 295 High Street, Acton, W.3
 Godfrey's Ltd., Great Portland Street, W.1
 Service Co. (London), Ltd., 289/293 High Holborn W.C.1
 Kay's Bond Street, Ealing, W.5

RALEIGH



WHERE RALEIGH MOTOR CYCLES ARE MADE

TELEGRAMS : " RALEIGH, NOTTINGHAM "

TELEPHONE 4154

THE RALEIGH CYCLE CO. LTD.
NOTTINGHAM

MOTOR


 RALEIGH

CYCLES

A PROMISE FULFILLED

WHEN first offered for sale the Raleigh motor cycle could claim no successes in trials and no testimonials from satisfied riders could be produced; the riding public had simply the makers' promise that wonderful value for money was being given in their new production.

That promise was accepted so readily that the Raleigh motor cycle leaped in a few months from obscurity into the front rank of British motor cycles.

So faithfully has that promise been carried out since first given, that the Raleigh to-day possesses a long and creditable list of successes in open trials (see page 3) and letters of appreciation are legion.

There is no better judge of what "value for money" means than the modern motor cyclist. The study of design of various makes has become his hobby, and he even possesses more than an average knowledge of various metals employed in the modern motor cycle.

If the question were put as to what is the outstanding reason for the popularity of the Raleigh motor cycle the correct answer would undoubtedly be summed up in the one word "Reliability." There are faster and more powerful machines, and machines of the lightweight class, but the Raleigh strikes the happy medium for the average motorist in all respects.

The ordinary stock machine can do its 50 m.p.h. on the road, which is faster than the average motorist cares to travel; it is only on very rare occasions indeed that any other but the high gear need be used, and the 3 h.p. engine has proved itself quite powerful enough for sidecar work; while the Raleigh 2 $\frac{3}{4}$ h.p. model, by reason of its size and handiness is ideal for solo riding.

The makers can now speak with the utmost confidence about the 2 $\frac{3}{4}$ h.p. and 3 h.p. models, as there is probably no motor cycle in the world that gives so little trouble under all conditions of riding as the Raleigh, which is rightly known as

THE GOLD MEDAL MOTOR CYCLE

NOTTINGHAM

MOTOR

RALEIGH



CYCLES

A FEW RALEIGH 1923 SUCCESSES COMPETITION AWARDS

<i>Date</i>	<i>Event</i>	<i>Awards</i>
Feb. 24th	COLMORE CUP TRIAL	2 Gold, 2 Silver, 2 Bronze Medals
Mar. 14th	A.C.U. STOCK M/C TEST	3 Special Certificates
Mar. 17th	"VICTORY" RELIABILITY TRIAL	3 Gold, 4 Silver Medals
Mar. 25th	CHAPMAN CUP TRIAL	Chapman Cup, 3 Silver Medals
Mar. 30-31st	LONDON—LAND'S END TRIAL	6 Gold, 1 Silver, 1 Bronze Medals
Apl. 13-14th	LIVERPOOL 24 HOURS' RUN	Premier Award and 5 Gold Medals
May 7-12th	SCOTTISH SIX DAYS' TRIAL	2 Silver Cups 3 Gold Medals
May 18th	LONDON—EDINBURGH TRIAL	4 Gold, 1 Silver Medal
May 26th	ALAN TROPHY TRIAL	1 Gold, 1 Silver Medal
June 3rd	BOLTON AND DISTRICT MOTOR CLUB RELIABILITY TRIAL	3 Silver Cups, 2 Gold Medals
June 26-27- 28-29th	LAND'S END—JOHN O' GROATS TRIAL	5 Silver Cups
July 6-7th	MIDLAND CENTRE TRIAL	"Bicycling News" Bowl— best performance 500 c.c. 4 Gold Medals
July 28th	NORTH WALES TRIAL	Premier Award and 2 Silver Cups 1 Gold, 1 Silver, 3 Bronze Medals
July 29th	BATES' TRIAL	Traders' Cup and 2 Silver Medals
Aug, 18th	SOUTH-WESTERN CENTRE TRIAL	1 Silver, 1 Bronze Medal
Aug. 29-Sept. 5th	A.C.U. SIX DAYS	5 Gold Medals

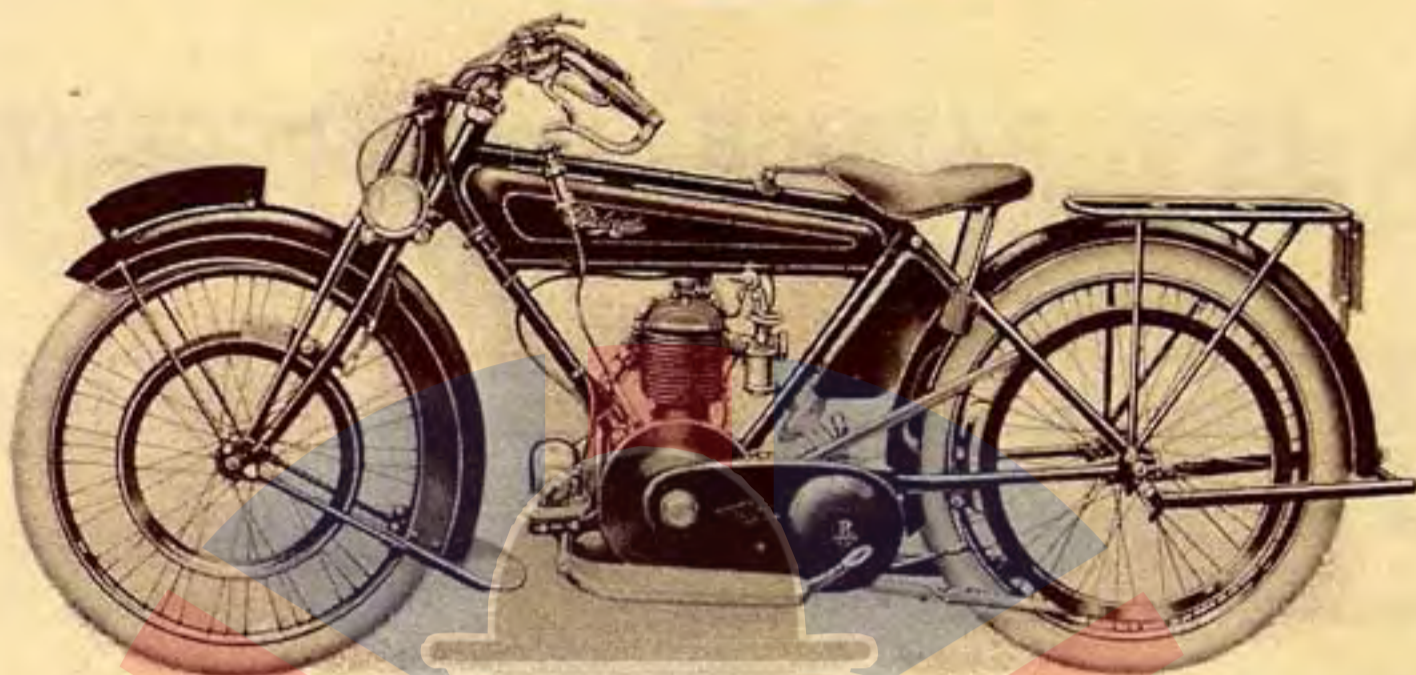
The Raleigh Service Dept. is always at the disposal of Raleigh riders

NOTTINGHAM

MOTOR

RALEIGH

CYCLES



THE RALEIGH 2 $\frac{3}{4}$ H.P. "POPULAR" MODEL

(Model No. 2)

SPECIFICATION OF "POPULAR" MODEL FITTED WITH CHAIN-CUM-BELT DRIVE

ENGINE.—2 $\frac{3}{4}$ h.p., Raleigh design and manufacture, bore 71, stroke 88, 348 c.c. capacity. Large outside flywheel arranged inside chain drive. Heavily finned cylinder to ensure cool running. Large diameter valves. Castrol "C" Oil is recommended.

IGNITION.—Magneto. Handlebar controlled. Highest quality Sparking Plugs.

CARBURETTOR.—Amac.

LUBRICATION.—Best & Lloyd drip feed lubricator.

GEAR BOX.—Sturmev-Archer Three-Speed Gear. Cork insert clutch, handlebar controlled. Kick starter.

GEAR RATIOS.—5.3, 7.9, 15.4.

TRANSMISSION.—Primary drive by best quality $\frac{1}{2}$ in. x 205 Motor cycle chain. Ample protected by easily detachable chain cover. Rear drive by $\frac{1}{2}$ in. Dunlop belt.

CONTROLS.—Left-hand: valve lifter, clutch and magneto advance. Right-hand: Carburettor, and front brake, also gate change gear lever mounted direct on gear box.

BRAKES.—Front: Hand operated on special "Vee" rim. Rear: Foot operated by heel pedal. Front and rear wheels can be removed without disturbing brake mechanism.

TANK.—Of special design with one seam only. Oil tank a separate unit built in with joint at top of tank thus obviating risk of leakage etc. Fitted with large filler caps and gauze filter for petrol. Cork disc petrol tap. Sight feed Lubricator. Petrol capacity, 1 $\frac{1}{2}$ gallons. Oil, 2 $\frac{1}{2}$ pints.

FRONT FORKS.—Brampton, made by the Raleigh Co. under Licence.

SADDLE.—Best quality. Terry's spring seat saddle 22/-extra.

FOOTBOARDS.—Aluminium, giving comfortable riding position.

WHEELS.—26 in. x 2 $\frac{1}{2}$ in., fitted with large diameter and wide hubs.

TYRES.—Dunlop, 26 in x 2 $\frac{1}{2}$ in. Heavy pattern.

MUDGUARDS.—Rear, 5 $\frac{1}{2}$ in. wide. Front fitted with side valances and mud flap.

STANDS.—Front and rear, of tubular construction.

TOOLBAG.—Of special design, fitted to seat pillar, complete with kit of tools.

LICENCE HOLDER.—Mounted on front fork.

FINISH.—Black Enamel. Tank lined in red and gold. Handlebar and usual parts heavily nickel-plated.

WEIGHT.—192 lbs.

Masonic Hall, Lake Road,
Portsmouth.

Monday, 28th May, 1923

Dear Sirs,— . . . I must express my appreciation of the splendid results I have obtained . . . so I am satisfied that I have a thoroughly good machine and have taken every opportunity to recommend the model to all my friends . . . and remain a very satisfied customer.

CECIL HAMPSON

Price: £47 0 0

Set of Spares suitable for use with Models 2 and 4, containing suitable selection of parts likely to be required under touring conditions. Packed complete in case, No. 1, 17/6 extra.

Above Model can be fitted with 3 h.p. Engine (399 c.c.) and 26 x 2 $\frac{1}{2}$ in. Tyres, at £3 extra.

For Terms of Guarantee, see page 16.

Easy Payments can be arranged if desired

NOTTINGHAM

MOTOR

RALEIGH

CYCLES



THE RALEIGH "SEMI-SPORTS" MODEL (Model No. 4)

SPECIFICATION OF "SEMI-SPORTS" MODEL FITTED WITH CHAIN-CUM-BELT DRIVE

ENGINE.—2½ h.p., Raleigh design and manufacture, bore 71, stroke 88, 348 c.c. capacity. Large outside flywheel arranged inside chain drive. Heavily finned cylinder to ensure cool running. Large diameter valves. Castrol "C" Oil is recommended.

IGNITION.—Magneto. Handlebar controlled. Highest quality Sparking Plugs.

CARBURETTOR.—Amac.

LUBRICATION.—Best & Lloyd drip feed lubricator.

GEAR BOX.—Sturmey-Archer Three-Speed Gear. Cork insert clutch, handlebar controlled. Kick starter.

GEAR RATIOS.—5.3, 7.9, 15.4.

TRANSMISSION.—Primary drive by best quality ½ in. x 205 Motor cycle chain. Ample protected by easily detachable chain cover. Rear drive by ½ in Dunlop belt.

CONTROLS.—Left-hand: valve lifter, clutch, and magneto advance. Right-hand: Carburettor, and front brake, also gate change gear lever mounted direct on gear box.

BRAKES.—Front: Hand operated on special "Vee" rim. Rear: Foot operated by heel pedal. Front and rear wheels can be removed without disturbing brake mechanism.

TANK.—Of special design with one seam only. Oil Tank a separate unit built in with joint at top of tank thus obviating risk of leakage etc. Fitted with large filler caps and gauze filter for petrol. Cork disc petrol tap. Sight feed lubricator. Petrol capacity 1½ gallons. Oil, 2½ pints.

FRONT FORKS.—Brampton, made by the Raleigh Co. under Licence.

SADDLE.—Best quality. Terry's spring seat saddle 22/- extra.

FOOTRESTS.—Fitted with large rubber pads giving comfortable riding position.

SILENCER.—Large straight through type exhaust pipe, fitted at rear with expansion chamber and detachable fish tail.

WHEELS.—26 in. x 2½ in., fitted with large diameter and wide hubs.

TYRES.—Dunlop, 26 in. x 2½ in. Heavy pattern.

MUDGUARDS.—Rear, 5½ in. wide. Front fitted with side valances and mud flap.

STANDS.—Front and rear, of tubular construction.

TOOLBAG.—Of special design fitted to seat pillar complete with kit of tools.

LICENCE HOLDER.—Mounted on front fork.

FINISH.—Black Enamel. Tank lined in red and gold. Handlebar and the usual parts heavily nickel-plated.

WEIGHT.—190 lbs.

Price: £47 0 0

Above Model can be fitted with 3 h.p. Engine (399 c.c.) and 26 x 2½ in. Tyres, at £3 extra.

For Terms of Guarantee, see page 16.

73 Kathleen Road, South Yardley,
Birmingham.

To the Manager,
15th June, 1922
Sir, It is a beautiful little mount and has done all I asked of it. I have yet to find the hill that it will not tackle, and as I have had three different makes of the same power before this one, I felt bound to write and thank you as a more than satisfied purchaser of your little 2½ h.p. Raleigh.

Yours sincerely, H. LOXTON

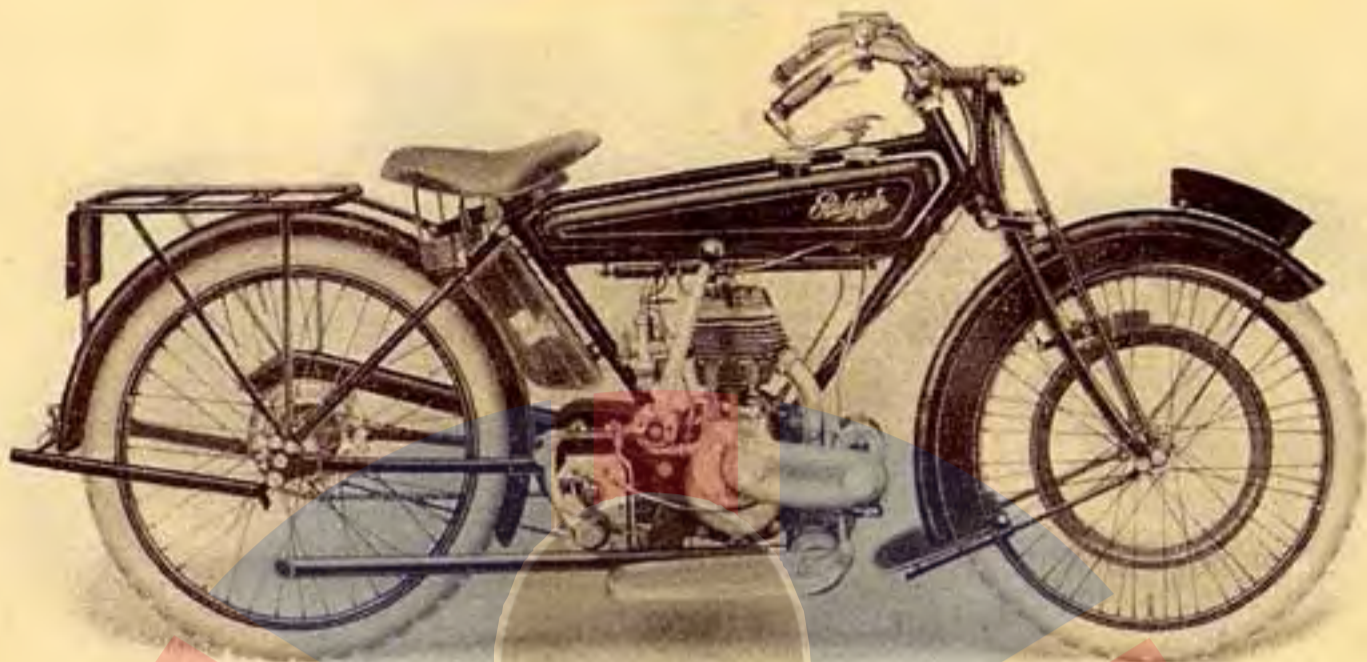
Easy Payments can be arranged if desired

NOTTINGHAM

MOTOR

RALEIGH

CYCLES



THE RALEIGH 2 $\frac{3}{4}$ H.P. "CHAIN-DRIVE" MODEL (Model No. 5)

SPECIFICATION

ENGINE.—2 $\frac{3}{4}$ h.p., Raleigh design and manufacture, bore 71, stroke 88, 348 c.c. capacity. Large outside flywheel arranged inside chain drive. Heavily finned cylinder to ensure cool running. Large diameter valves. Castrol "C" Oil is recommended.

IGNITION.—Magneto, handlebar controlled. Highest quality Sparking Plugs.

CARBURETTOR.—Amac two lever, semi-automatic.

LUBRICATION.—Best & Lloyd drip feed lubricator.

GEAR BOX.—Sturmey-Archer Three-Speed Gear, multi dry plate clutch, handlebar controlled. Efficient shock absorber. Kick starter. Gear Ratios 5.6, 8.4, 16.2.

TRANSMISSION.—Brampton highest quality chain. Primary drive by $\frac{1}{2}$ in. x .205 in. wide; Rear drive by $\frac{1}{2}$ in. x .305 in. wide. Front drive adequately protected by full chain cover, an extension of which semi-encloses the rear drive. Chain cover easily detachable. Rear wheel also is readily detachable.

CONTROLS.—Left-hand—Valve lifter, clutch, and magneto advance. Right-hand—Carburettor and front brake, also gear change lever.

TANK.—Of special design with one seam only. Oil tank a separate unit built in with joint at top of tank, thus obviating risk of leakage, etc. Fitted with large filler caps and gauze filter for petrol. Cork disc petrol tap. Petrol capacity 1 $\frac{1}{2}$ gallons: Oil 2 $\frac{1}{2}$ pints.

FRONT FORKS.—Brampton Biflex, made by the Raleigh Co. under licence.

SADDLE.—Best quality. Terry's spring seat saddle 22/-extra.

FOOTBOARDS.—Aluminium, of large dimensions, giving comfortable riding position.

WHEELS.—26 in., fitted with large diameter and wide hubs. Rear hub mounted on 5-16th in. balls and large cones.

TYRES.—Dunlop, 26 in. x 2 $\frac{1}{2}$ in. heavy pattern.

BRAKES.—Front—Hand operated on special "Vee" rim. Rear—Internal expanding of large diameter, foot operated by heel pedal.

MUDGUARDS.—Rear—5 $\frac{1}{2}$ in. wide. Front—fitted with side valances and mud flap.

STANDS.—Front and rear, of tubular construction.

LICENCE HOLDER.—Mounted on front fork.

London Hospital,
Turner Street,
Whitechapel, E.1

Dear Sirs,— Wherever I go I feel there is no bike like it; whether for power or ease of control. It is particularly easy to start and very economical on petrol. Everyone agrees it is marvellous value for the money

Yours faithfully,
ARTHUR DALY

Price: £50 0 0

Above model can be fitted with 3 h.p. Engine (399 c.c.) and 26 x 2 $\frac{1}{2}$ in. Tyres at £3 extra.

For Terms of Guarantee, see page 16.

*Easy Payments can be arranged if desired

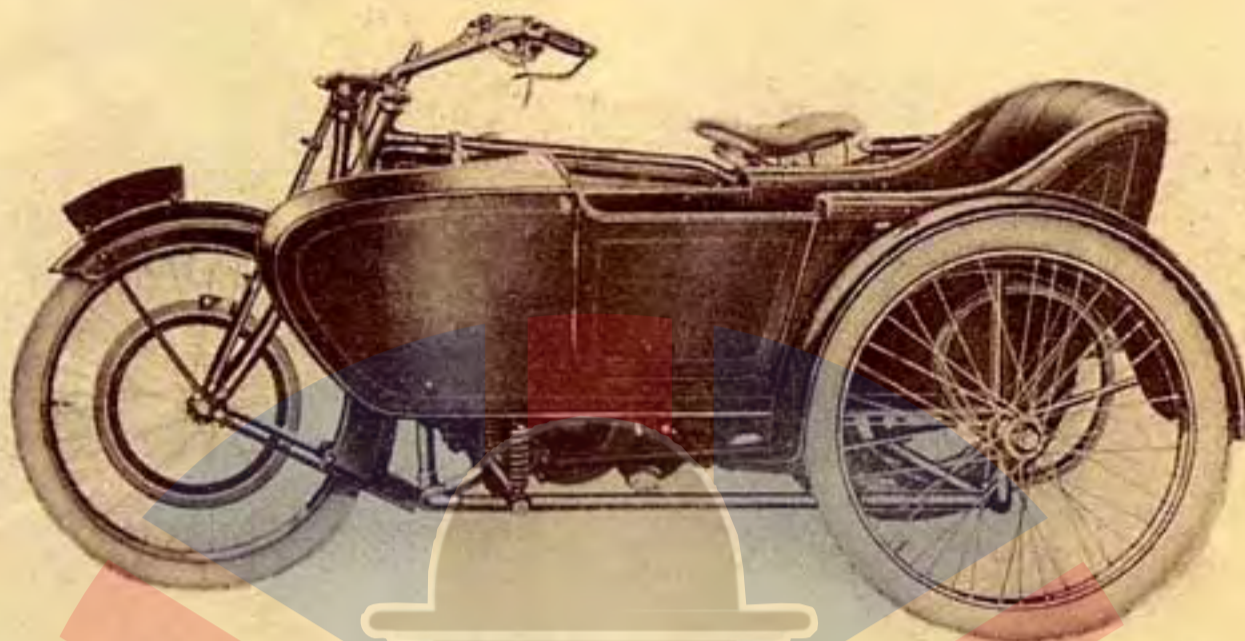
NOTTINGHAM

MOTOR

RALEIGH



CYCLES



THE RALEIGH 3 H.P. "COMBINATION"

(Model No. 7)

SPECIFICATION

RALEIGH Motor Cycle, Model 5. Fitted with 3 h.p. Engine, bore 76, stroke 88, 399 c.c. capacity. Sturmey-Archer Gear Box, giving ratios of 6.2, 9.3 and 18.

SIDECAR.—Special Raleigh body, finished to match Motor Cycle, upholstered in red, comfortably sprung and providing ample leg room. Cover-all apron.

CHASSIS.—Of special triangulated design and sturdy construction. Four point attachments.

TYRES.—26in. x 2½in. Dunlop, heavy pattern.

MUDGUARD. — 4½in. wide, with side valance.

WEIGHT.—308 lbs. unladen.

Price: £71 0 0

Set of Spares suitable for use with Models 5 and 7, containing suitable selection of parts likely to be required under touring conditions. Packed complete in case, No. 2, 17/6 extra.

For Terms of Guarantee, see page 16.

Easy Payments can be arranged if desired

Rev. Griff J. Owen, Heulfryn, Dolgellau,
July 26th, 1922

Dear Sirs,— Your 2½ is my fourth motor cycle within the last 18 months, and I must say that I didn't know what reliability was until I rode your machine. I have already done about 1,000 miles and never had to tighten a nut. I am recommending your machine to my brother ministers.

Yours truly, GRIFF J. OWEN,
(Wesleyan Minister)

NOTTINGHAM



THE RALEIGH 2 $\frac{1}{4}$ H.P.
SUPER SPORTS MODEL

(Model No. 6)

206 Walton Breck Road,
Liverpool

25th April, 1923.

Dear Sirs,—

..... rode to Sheffield
climbing the Snake on top with
plenty of power in hand
I have repeatedly climbed the Cat
and Fiddle into Luxton on top with
a pillion rider of about 9 $\frac{1}{2}$ stone. I
was timed over the mile with a
pillion-rider, and flying start at 62 $\frac{1}{2}$,
62 and 60 secs. on one memorable
occasion

Yours faithfully,
HARRY CRISP, JNR.

A SPORTS MODEL

that looks and behaves like one. It is not merely a Sports Model in name only, but a very lively and sporting machine capable of doing 55 to 60 m.p.h., and of maintaining a high average speed. The low riding position, straight through large diameter exhaust pipe, aluminium piston, roller bearings and general sporting lines make the rider feel that his requirements have been very carefully studied in this modern sports machine.

SPECIFICATION

ENGINE.—2 $\frac{1}{4}$ h.p., Raleigh design and manufacture, bore 71, stroke 88, 348 c.c. capacity. Selected and lightened reciprocating parts. Roller bearings fitted to crankshaft. Aluminium piston fitted with two rings. Aluminium exhaust valve cap. Large diameter valves. Castrol "C" Oil is recommended.

IGNITION.—Magneto, h/bar controlled CARBURETTOR.—Amac, sporting type.

LUBRICATION.—Best & Lloyd drip feed lubricator.

GEAR BOX.—Sturmev-Archer Three-Speed Gear. Handlebar controlled clutch. Efficient shock absorber.

Set of Spares suitable for use with Model 6, containing selection of parts likely to be required under touring conditions. Packed complete in case, No. 317/6 extra.

Kick starter "Gate type" gear change fitted to tank tube. Close ratio gearbox to order giving gears of 5.3, 6.7, 10.

SILENCER.—Large straight through type exhaust pipe, fitted at rear with expansion chamber and detachable fish tail.

SADDLE.—Pivoted from top tube, giving exceptional low riding position.

KNEE GRIPS.—Permanently attached to tank.

FOOTRESTS.—Tubular, fitted with large rubber pads and side plates.

HANDLEBAR.—Semi-T.T., fitted with rubber grips.

WHEELS.—Fitted with flat base rims and Dunlop 650 x 65 heavy tyres.

Price: £60 0 0

For Terms of Guarantee, see page 16

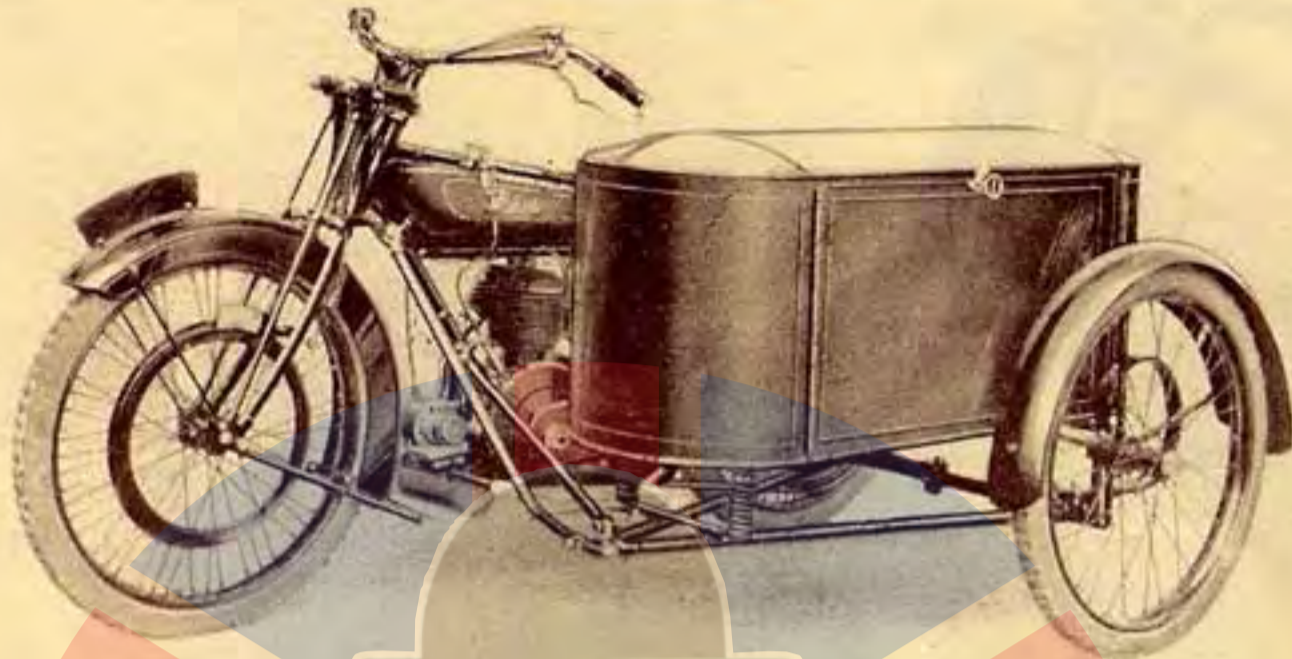
Easy Payments can be arranged if desired

MOTOR

RALEIGH



CYCLES



THE RALEIGH "TRADESMAN'S CARRIER"

(Model No. 8)

THE Raleigh "Tradesman's Carrier Combination" is carefully designed throughout to give efficient service at the minimum of expense. The 3 h.p. Engine develops ample power, and the Carrier is sufficiently strong to transport goods at speed. Smart and attractive in appearance it is at once a valuable adjunct to a retail or wholesale establishment.

SPECIFICATION

RALEIGH Motor Cycle, Model 5.
Fitted with 3 h.p. (399 c.c.)
Engine.

CHASSIS.—As 3 h.p. Combination
above.

WEIGHT.—310 lbs. unladen.

BODY.—Soundly constructed for hard wear. Length, 4ft. 6in.; Width, 1ft. 7in.; Depth, including lid, 1ft. 8in. Small compartment at either end for spares or fragile goods. Well sprung. Finished in black, lined red and gold.

Customs and Excise House,
Port Dinorwic,
Carnarvonshire,

July, 1922.

My cycle has now practically 14,000 miles to its credit. In May 1922 a 600 miles tour (with sidecar) was accomplished in twelve days without an involuntary stop, not even a puncture! The bike is in daily use and never fails one.

S. JONES, D.F.C.

Price: £71 0 0

For Terms of Guarantee, see page 16

Easy Payments can be arranged if desired

NOTTINGHAM

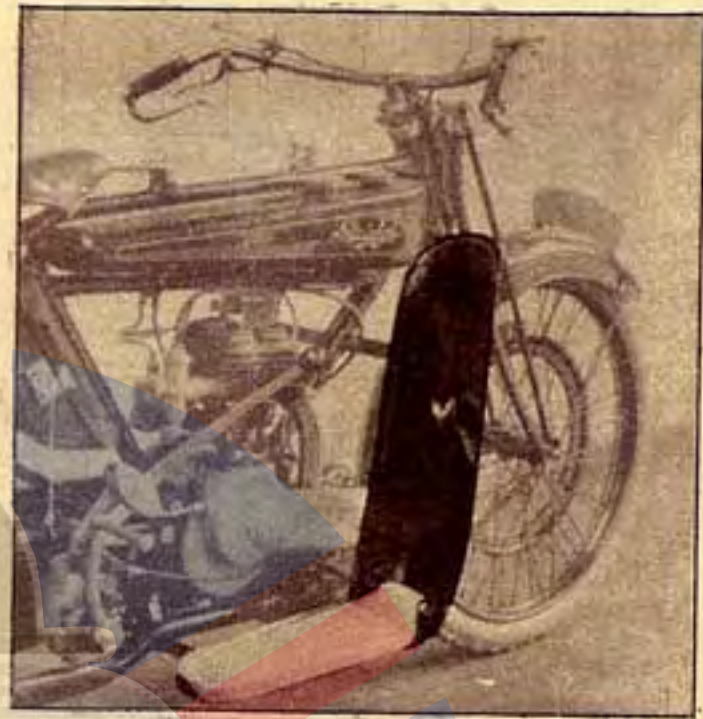
MOTOR

RALEIGH

CYCLES

LEG SHIELDS

as illustrated, can be fitted to any model as an extra.



HANDLEBARS

STANDARD TOURING BAR



SPORTS MODEL BAR
SUPPLIED ON MODEL 6 ONLY



SEMI SPORTS BAR

COWEY SPEEDOMETER extra to all Models £4 15 0

NOTTINGHAM

MOTOR

RALEIGH



CYCLES

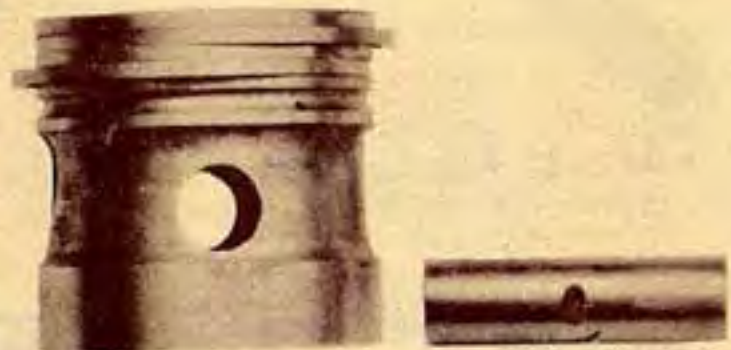
THE RALEIGH ENGINE

THE Raleigh Engine is designed and manufactured to the ideal of providing a power unit of comparatively high efficiency combined with absolute reliability. Throughout, all parts subjected to wear and stress, will be found of sturdy construction, all parts where same is desirable being heat treated or hardened and finally ground to precision limits.

CYLINDER Perhaps the most important component is the Cylinder, and here will be found evidence of scientific design and robustness. Before machining the Cylinder casting weighs 17 lbs., and when finished 13 lbs. Production costs, so often a dominating feature in design, have here been ignored for efficiency alone, hence it will be found that the cooling fins join the cylinder barrel with a large radius, the fins themselves being of great depth and number, thick at the root and tapering considerably towards the edge. The ports are carefully designed and present an uninterrupted passage for inlet and exhaust gasses, whilst the exhaust port is detached from the cylinder barrel, a considerable air space being provided between the two.



PISTON The Piston used in the Standard Models is of special cast iron of high tensile strength. During machining, and previous to finishing and grinding, the Piston is heat treated to remove any stresses likely to be present. Two cast-iron concentric rings are fitted, these being of the scarf joint variety. Below the bottom ring a groove is provided, and six holes are drilled through Piston at this point to allow the return of the surplus oil to the crankcase. The gudgeon pin is of large diameter, is securely fastened in connecting rod and floats in the Piston bosses. It is thus readily detachable, there is no risk of distorting the Piston and likelihood of damage to cylinder wall is eliminated.



NOTTINGHAM

MOTOR

RALEIGH



CYCLES

THE RALEIGH ENGINE (CONTINUED)

TIMING GEAR This is of exceedingly simple construction, consisting of three moving parts only, viz.:-

the cam, inlet rocker and exhaust rocker. The single cam operates each rocker in turn. The exhaust rocker works in hardened steel bushes in crankcase and cover, while the inlet rocker is provided with a long bearing which works on the spindle of the exhaust rocker. These details are carefully hardened and ground.



FLYWHEEL This is one of the essential features which contributes to the superiority of the Raleigh Engine. Of exceptionally large diameter and weight, it ensures smooth running and flexibility, while its position outside the crankcase eliminates oil drag, and imparts liveliness to the engine. The locking cap for the chain sprocket is arranged to withdraw the Flywheel from taper of crankshaft when it is required to remove same.



THE PYROMETER



A costly and delicate instrument that electrically records the exact heat in each of the hardening ovens.

The correct hardening of steel plays such an important part in the manufacture of a high-grade motor cycle, that elaborate precautions are taken to ensure that nothing but perfectly heat-treated steels are ever utilised.

The wonderful performances of Raleigh machines in open competitions and in the hands of private owners are in no small degree the result of this extra care to detail.

NOTTINGHAM

MOTOR

RALEIGH

CYCLES



THE RALEIGH "SEVEN"

(Model No. 13)

REPEATED demands have been made for a Raleigh machine of heavier construction and greater h.p. than the existing model, which, through its remarkable performances, has taken its place as the most popular lightweight motor cycle in the world.

To meet such a demand this 7 h.p. V. Twin has been designed, and although the power unit is of a different type from the 2 $\frac{3}{4}$ h.p. quite a number of the salient features are common to both.

Throughout, simplicity and general accessibility have been carefully considered, materials and workmanship only of the best have been employed; as was anticipated therefore this 7 h.p. has come through every test in as satisfactory a manner as did the smaller model.

This 7 h.p. is primarily intended for use with sidecar, and as a combination forms an ideal family conveyance. It, however, behaves admirably as a solo mount. The reserve of power combined with the general handiness is most pleasing.

THE RALEIGH 7 H.P. MODEL SIDECAR

SPECIFICATION

CHASSIS.—Of sturdy construction, specially designed for use in conjunction with Raleigh 7 h.p. Motor Cycle. Four point attachment is used, and, although designed for strength and security as a combination it may be readily detached when required. A stand is provided for use when necessary. Leaf springs are used at front and rear, the latter being provided with grease cup lubricators.

BODY.—Built on pleasing lines, exceptionally roomy and handsomely finished and upholstered. A well sprung cushion seat is fitted, the back also being well sprung. A locker

of large capacity is provided at the rear, and further accommodation is provided beneath the seat and a map pocket in the side of the body. Cover-all apron is provided.

MUDGUARD.—6in. wide with side valance, mounted on body.

TYRE.—26in. x 3in. Dunlop "Cord."

FINISH.—Chassis: black enamel. Body: coach finished in black, lined in red and gold. Upholstered in a pleasing shade of red.

Price: £95 0 0

LUCAS MAGDYNO SET
fitted at £14 0 0 extra

NOTTINGHAM

MOTOR

RALEIGH

CYCLES



THE RALEIGH 7 H.P. TWIN

(Model No. 12)

SPECIFICATION

ENGINE.—Twin cylinder, 7 hp., 798 c.c., 76 m.m. bore, 88 m.m. stroke. Crankshaft mounted on ball and roller bearings. Roller bearings to big ends. Large interchangeable valves operated by easily adjustable tappets. Timing gear of simple and sturdy construction consisting of two cams only used in conjunction with efficient rockers. Front piston dips into an oil sump to which all oil is passed, adequate lubrication of this part being thereby secured.

LUBRICATION.—By mechanical pump incorporated in timing cover. Hand-pump is fitted for supplying crankcase after draining for cleaning purposes or in case of emergency. Rate of flow from mechanical pump can be adjusted from saddle if desired.

IGNITION.—High tension Magneto driven by enclosed chain. Handlebar controlled. Highest quality Sparking Plugs.

GEAR BOX.—Sturmey-Archer Three-speed Gear. Kick starter. Handlebar controlled clutch. Operated by conveniently placed gate change lever.

TRANSMISSION.—Brampton chain $5/8$ in x $1/2$ in. amply protected by easily detachable chain covers. Shock absorber incorporated in clutch. Front chain lubricated by breather pipe from crank case.

TANKS.—Of special design with one seam only. Oil tank a separate unit built in with joint at top of tank, all risk of leakage being obviated thereby. Fitted with large filler caps and gauge filter for petrol. Petrol capacity, $2\frac{1}{2}$ gallons: Oil, $\frac{1}{2}$ gallon.

FRONT FORK.—Brampton "Biflex" providing horizontal as well as vertical movement. Links easily adjustable to take up wear. All working parts provided with grease cup lubricators.

FRAME.—Of exceedingly strong construction, built of highest quality tube of large diameter. Designed for all classes of sidecar or solo work. Attachment lugs for sidecar formed integral with frame.

WHEELS.—26 in. x 3 in. flat base rims built on large diameter and wide hubs. Particular attention has been paid to making rear wheel easily detachable.

TYRES.—Dunlop "Cord" 26 in. x 3 in.

BRAKES.—Front: Hand operated on special "Vee" rim. Rear: Internal expanding of exceptionally large diameter, operated by heel pedal.

MUDGUARDS.—Front: $5\frac{1}{2}$ in. wide, fitted with side valances and mud flap. Rear: 6 in. wide, and having ample clearance for easy access to and removal of rear wheel.

CARRIER.—Tubular construction attached direct to rear stays.

STANDS.—Both of tubular construction. Rear fitted with spring clip.

TOOLBAG.—Of large capacity secured to seat pillar, complete with kit of tools.

FINISH.—Black enamel. Tank lined in red and gold. Handlebar and usual parts heavily nickel plated.

Price: £73 0 0

LUCAS MAGDYNO SET fitted at £13 0 0 extra

NOTTINGHAM

