

1933



MALETTA



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THE RALEIGH CYCLE CO. LTD NOTTINGHAM, ENGLAND

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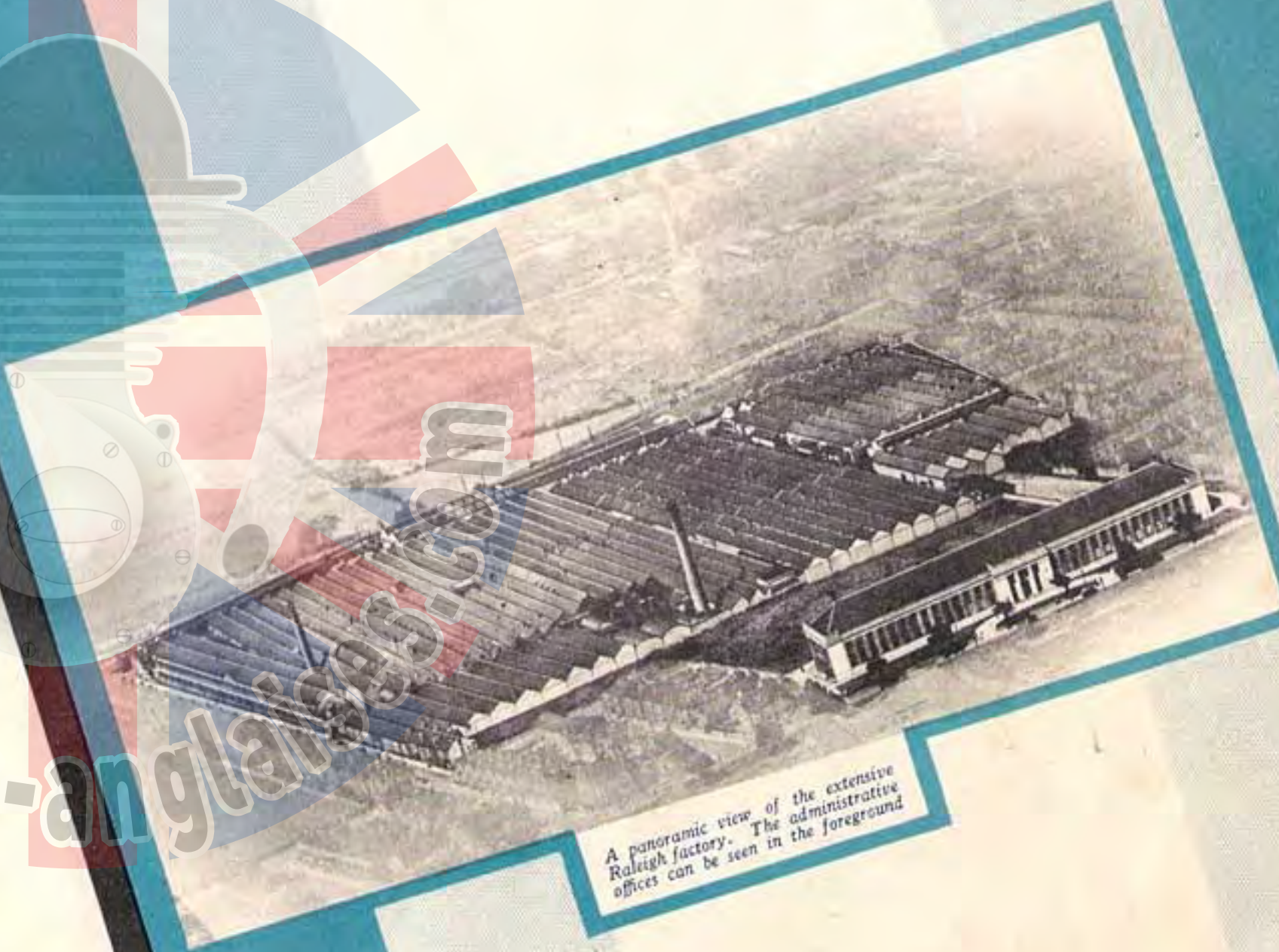
Bentley's and Bentley's Second phrase code, A.B.C. 5th & 6th Editions,
Codes used :
Lieber's, and Private

The Raleigh Service System
is thorough and efficient.

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 - NEWCASTLE-ON-TYNE St. Mary's Place


The address of nearest dealer will be given on application



A panoramic view of the extensive Raleigh factory. The administrative offices can be seen in the foreground

www.motocycles.com

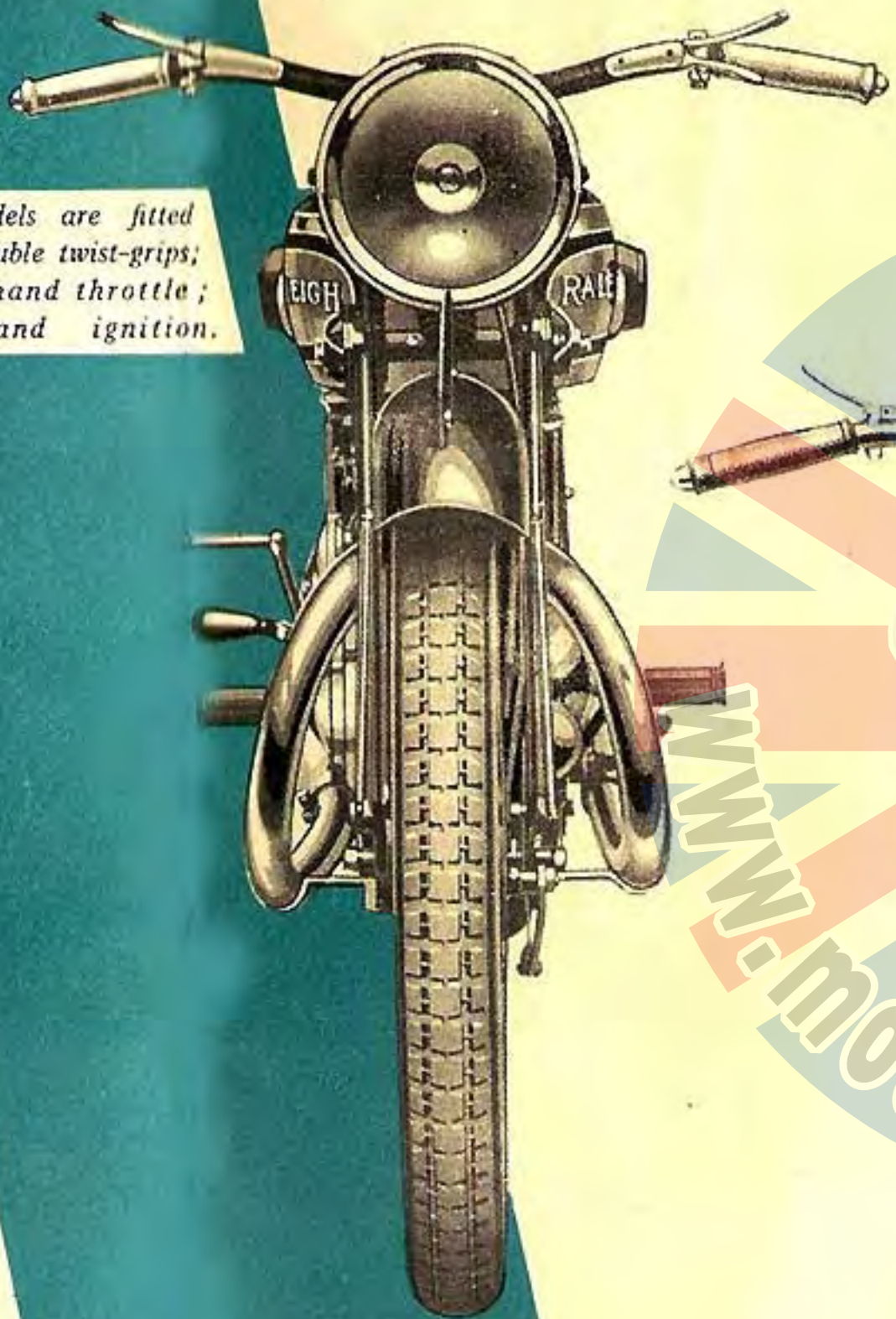
RALEIGH



ALL the 1933 Raleighs are based on last year's highly successful models. No drastic changes have been carried out, but the whole range has been "cleaned up," and very careful attention paid to detail improvements. Made in the great Raleigh factory equipped with the most modern machinery, the name Raleigh and quality become synonymous. These well-tried machines are all built to the highest possible standard, and the latest methods employed in manufacture have given them increased reliability and efficiency wherever possible. All models have "clean" handlebars, varying in accordance with the type of machine to which they are fitted, whilst the beautiful Raleigh finish provides the final touch to a range of machines of unusually handsome appearance. First on the list comes the "300" job. Light and nippy, this splendid machine carries a pillion passenger as ably as its bigger brothers, although it is only of 298 c.c. capacity. Appealing especially to the sporting rider, the MG.-33 has a 350 O.H.V. double-port engine, and gives a superb performance. It is fitted with a foot-controlled four-speed box, but for those who prefer it, hand control is available. As in modern practice, the primary chain is fully enclosed, and the imposing bulbous-nosed saddle tank is still further enhanced by the let-in instrument panel. This machine is unsurpassed as an example of what a high-speed touring model really should be. Two "five-hundreds" are made in O.H.V. and S.V. types. With a three-speed gearbox, the O.H.V. machine is ideally suitable for the man who wants speed with power. The 500 S.V. is a real slogger with a high cruising-speed, and thrives on hard work. Both Machines make excellent sidecar mounts. Newly introduced during 1932, the 598 c.c. S.V. machine is another model with excellent sidecar capabilities, and at the same time a superb mount for those requiring a good reserve of power at all times. Its low price makes it remarkable value for money. Inclined engines are fitted throughout the range, and all models have car-type dry-sump lubrication with direct feed to the roller bearing big end. Special consideration has been given to all bearing surfaces, which goes to make for the unusually long life of Raleigh engines. Only the best proprietary components are incorporated in the construction of Raleigh motor cycles. By concentrating on improvements to existing models, the Raleighs for 1933 are the "best ever," and we feel confident they will uphold all that has made Raleigh famous throughout the world.

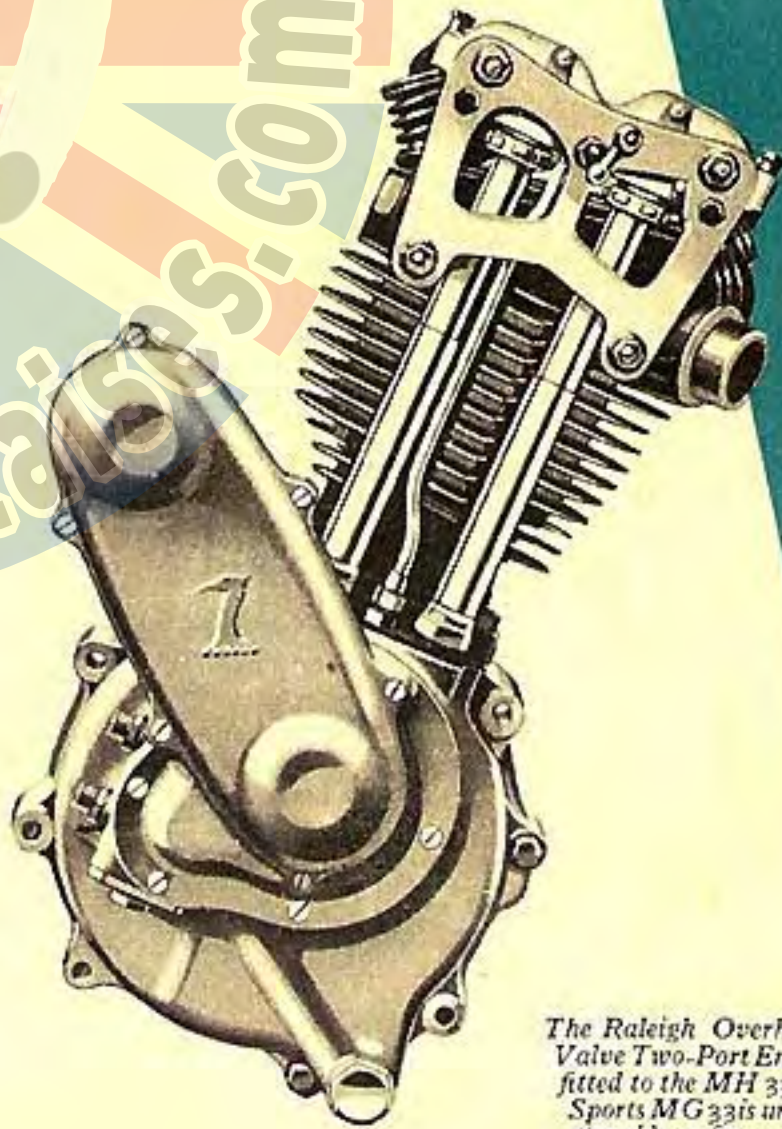
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All models are fitted with double twist-grips; right-hand throttle; left-hand ignition.



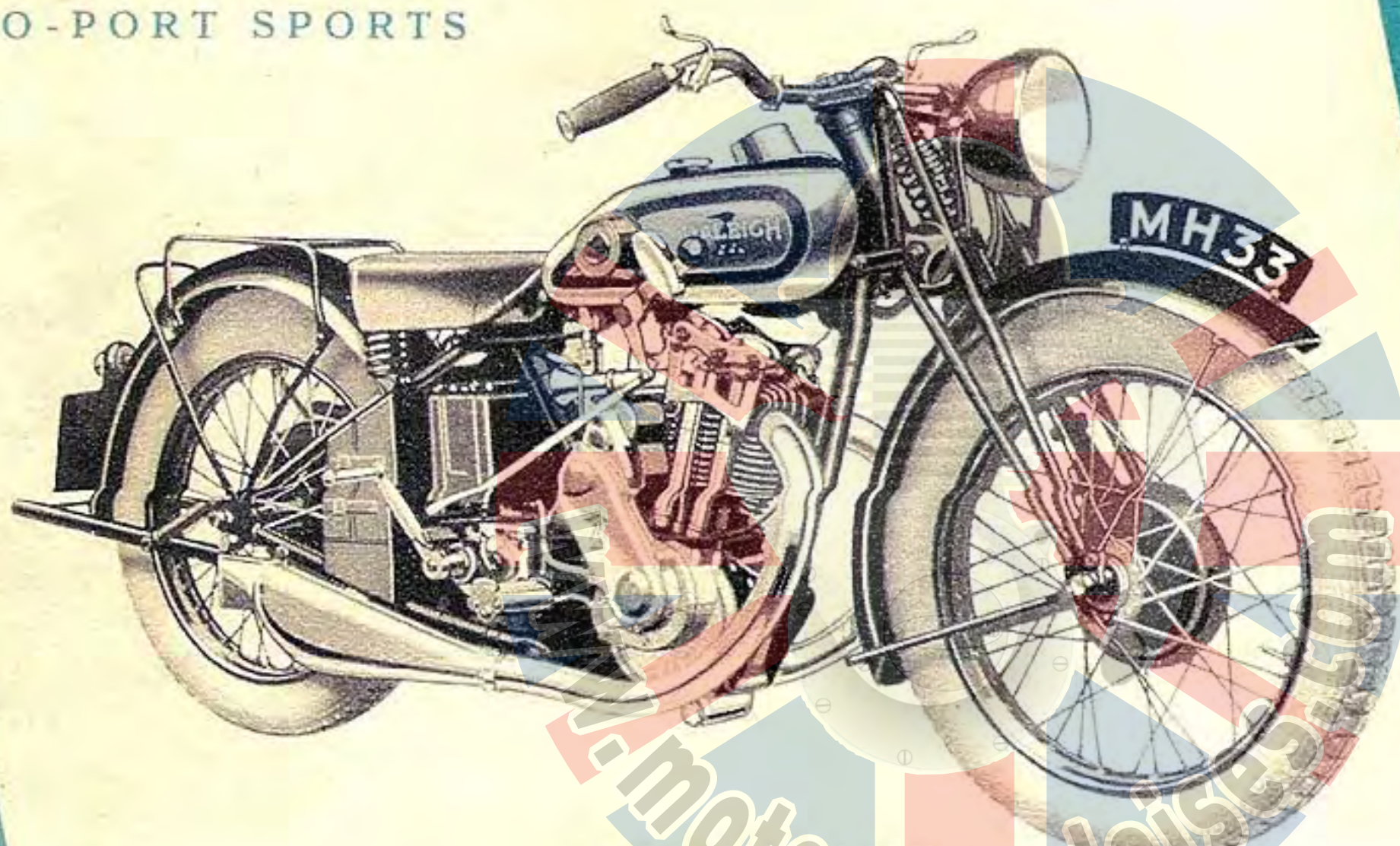
The Sports Model MG 33 is improved by the convenient arrangement of the instrument Panel. The Speedometer and Ammeter are lighted for night riding.

The "clean in front" appearance. A noticeable feature of all Raleigh Models.



The Raleigh Overhead Valve Two-Port Engine fitted to the MH 33 and Sports MG 33 is unquestionably a fine example of a touring engine.

MODEL MH-33 4.96 h.p.
TWO-PORT SPORTS



SPECIFICATION

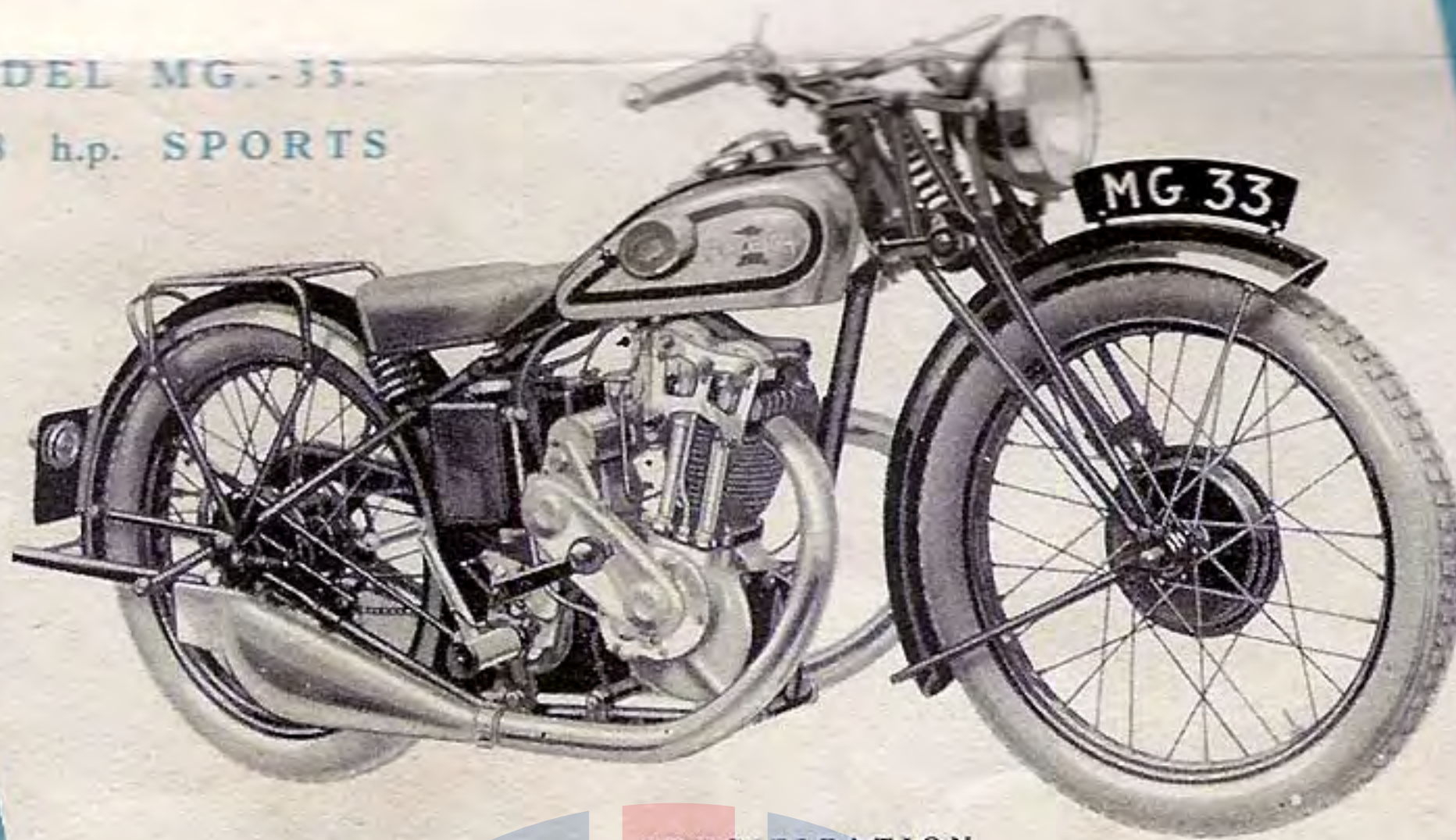
Engine: 4.96 h.p. Two-Port O.H.V. of improved design. Bore 79 mm., stroke 101 mm., 496 c.c. capacity. Roller bearing big end and crankshaft. Aluminium piston fitted with fully floating gudgeon pin. Enclosed overhead rocker gear push rod operated and possessing adequate provision for lubrication and dust exclusion. **Lubrication:** Dry sump, entirely automatic. Oil feed taken direct to big end. Special provision made for lubrication of timing gear. Frame parts by grease gun. **Ignition:** Magneto in protected position behind cylinder. **Gearbox:** Sturmey-Archer three-speed. Multi-plate clutch. Handlebar controlled. Shock absorber incorporated in clutch. Kick-starter. Gear ratios: 4.9, 6.5 and 11.8. **Transmission:** Front chain completely protected by chain case and lubricated by crankcase release. Rear chain protected by chain cover. **Frame:** Provides excellent weight distribution and great strength. Engine inclined forward. **Front Forks:** Taper tubes, large compression spring and spring-loaded shock absorbers. Long bearings are provided at all moving points. A steering damper is incorporated, adjustable from above handlebar. **Handlebar:** Adjustable, with controls of concealed type giving a very clean appearance. **Tank:** Petrol capacity is provided by twin tanks. Each tank is independent and a total capacity of 2 $\frac{1}{2}$ gallons is provided. Oil is carried in a separate tank on down tube which holds 3 pints. **Saddle:** Flexible top type. Saddle height (with rider seated), 26 $\frac{1}{2}$ ins. **Footrests:** Adjustable, giving three positions. **Brakes:** Large type internal expanding. **Hubs:** Fitted with taper roller bearings. **Silencer:** Bright chromium plated exhaust pipes to expansion chambers at rear. **Carrier:** Strong tubular, detachable type. **Stands:** Front and rear of tubular construction. Rear stand spring operated. **Toolbag:** Fitted to seat tube complete with kit of tools and grease gun. **Tyres:** Dunlop Cord, 26 x 3.25 w.o. type. **Mudguards:** Front and rear guards of extra deep wide section. Front: 5 $\frac{1}{2}$ in. wide. Rear: 5 $\frac{1}{2}$ in. wide. **Licence Holder:** Mounted on front fork (legal for Solo use only). **Finish:** Black enamel on coslet. Tank, chromium plated, having black cellulose panels with gold line. Handlebar black, chromium fittings. **Dimensions:** Overall length, 86 $\frac{1}{2}$ in. Overall width, 32 in. Ground clearance, 4 $\frac{1}{2}$ in. **Speedometer:** Provision is made for fitting Smith's Speedometer with gearbox drive. Dial is mounted on tank coverplate immediately behind handlebar.

Price **£44 . 0 . 0** or £11 0 0 Deposit and
Twelve Monthly Payments

EXTRAS. A valanced front mudguard can be fitted to this model (26in. x 3.25 tyres only) at a cost of 3 6.
Upswept exhaust pipes, £1/0/0

MODEL MG.-33.

3.48 h.p. SPORTS



SPECIFICATION

Engine: 3.48 h.p., bore 71 mm., stroke 88 mm., 348 c.c. capacity. Roller and ball bearing crankshaft. Aluminium piston fitted with fully floating gudgeon pin. Enclosed overhead rocker gear push rod operated and provided with adequate provision for lubrication and dust exclusion. **Lubrication:** Dry sump, entirely automatic. Oil feed taken direct to big end. Special provision made for lubricating timing gear. **Frame parts by grease gun.** **Ignition:** Magneto in protected position behind cylinder. **Gearbox:** Sturmey-Archer four-speed gear. **Handlebar controlled clutch.** **Kick-starter.** **Gear ratios:** 5.5, 7.3, 10.8 and 16.3. **Foot control operation optional.** **Transmission:** Front chain totally enclosed and lubricated by crankcase release. **Rear chain protected by chain cover.** **Frame:** Cradle type, exceedingly strong construction giving excellent weight distribution. **Front Forks:** Taper tubes, large compression spring and spring-loaded shock absorbers. Long bearings are provided at all moving points. A steering damper is incorporated adjustable from above handlebar. **Handlebar:** Adjustable, with controls of concealed type giving a very clean appearance. **Tank:** One-piece tank of approx. 2½ gallons capacity. Instrument panel recessed into the top of tank. Oil is carried in a separate tank which holds 3 pints. **Saddle:** Flexible top saddle, giving riding position of 24½ in. (with rider seated). **Footrests:** Adjustable. **Brakes:** Large internal expanding type. **Silencer:** Bright chromium plated exhaust pipes to expansion chambers at rear. **Carrier:** Strong tubular, detachable type. **Stands:** Front and rear of tubular construction. **Rear stand spring operated.** **Toolbag:** Fitted to seat tube complete with kit of tools and grease gun. **Tyres:** Dunlop Cord, 26 x 3.00 w.o. type. (For overseas, 27 x 3.00 w.o. recommended). **Mudguards:** Front and rear guards of extra deep wide section. **Licence Holder:** Mounted on front fork. **Finish:** Black enamel on coslet. Tank chromium plated, having black cellulose panels with gold line. **Handlebar black; chromium fittings.** **Dimensions:** Overall length, 84 in.; overall width, 31 in. **Ground clearance, 4 in.** **Weight:** Approximately 250 lbs. **Speedometer and Fittings:** Provision is made for fitting speedometer (gearbox driven) switch and ammeter in a panel recessed into the tank. These instruments can be illuminated.

Price £44 . 0 . 0 or £11 0 0 Deposit and Twelve Monthly Payments

EXTRAS. A valanced front mudguard can be fitted to this model (26 in. x 3 in. tyres only) at a cost of 3/6. Upswept exhaust pipes, £1/0/0

MODEL MA.-33 4.96 h.p.



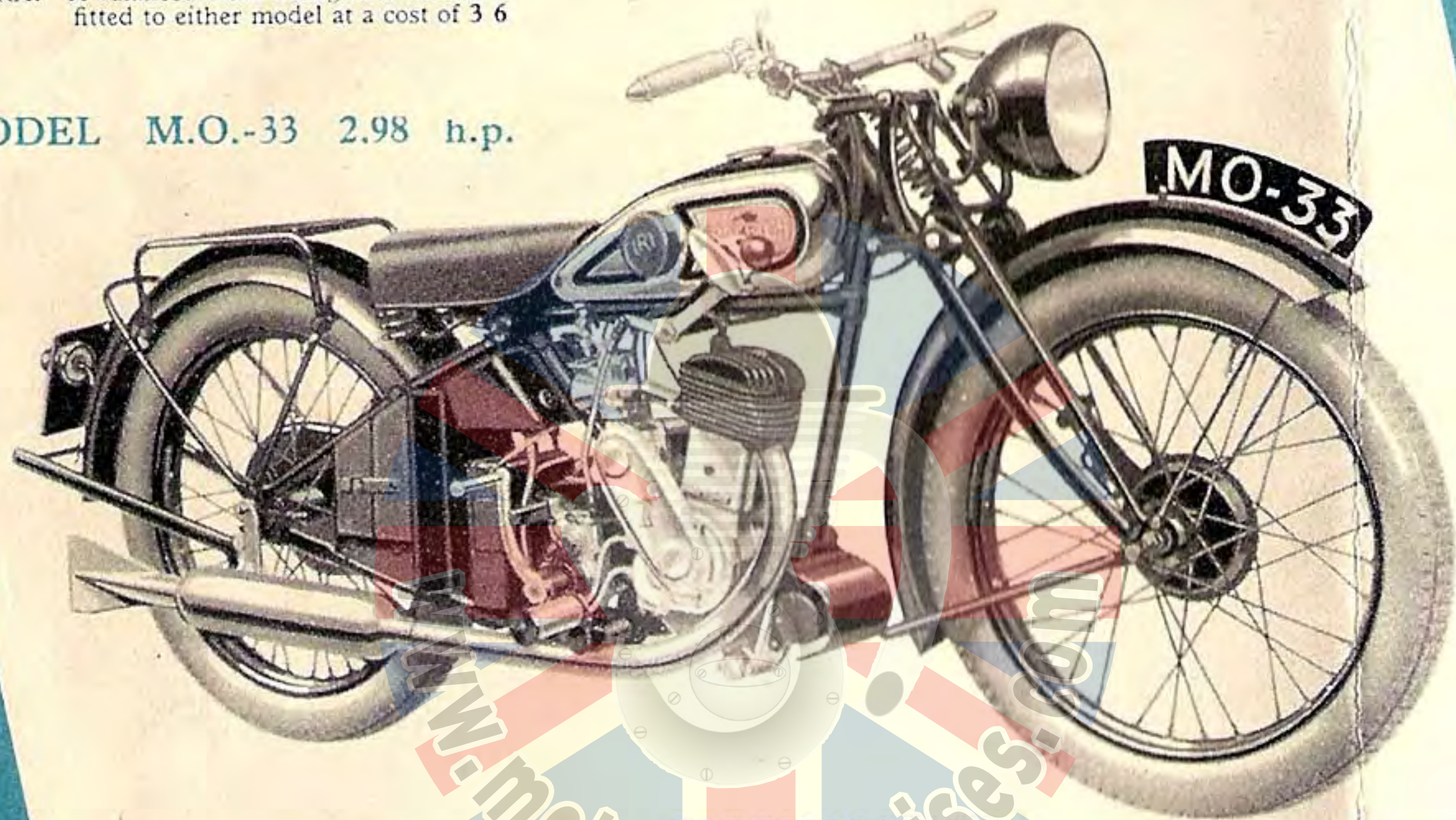
SPECIFICATION

Engine: 4.96 h.p., bore 79 mm., stroke 101 mm., 493 c.c. capacity. Car type detachable cylinder head. Internal fly-wheels, double row roller bearing big end. Aluminium piston fitted with fully floating gudgeon pin. Crankshaft mounted on roller bearings. Interchangeable valves. **Lubrication:** Dry sump, entirely automatic. Oil feed taken direct to big end. Special provision made for lubricating timing gear. **Frame parts by grease gun.** **Ignition:** Magneto in protected position behind cylinder. **Gearbox:** Sturmey-Archer three-speed. **Multi-plate clutch, handlebar controlled.** **Shock absorber incorporated in clutch.** **Kick-starter.** **Gear ratios:** 5.2, 7.6 and 13.8. **Transmission:** Front chain completely protected by chain case and lubricated by crankcase release. **Rear chain protected by chain cover.** **Frame:** Provides excellent weight distribution and great strength. **Engine inclined forward.** **Front Fork:** Taper tubes, large compression spring and spring-loaded shock absorbers. Long bearings are provided at all moving points. A steering damper is incorporated adjustable from above handlebar. **Handlebars:** Adjustable with concealed type controls giving a very clean appearance. **Tank:** Petrol capacity is provided by twin tanks. Each tank is independent and a total capacity of 2½ gallons is provided. Oil is carried in a separate tank on down tube which holds 3 pints. **Saddle:** Flexible top type. **Saddle height (with rider seated) 26½ in.** **Footrests:** Adjustable, giving three positions. **Brakes:** Large internal expanding. **Hubs:** Fitted with taper roller bearings. **Silencer:** Bright chromium plated silencer system with expansion chamber at rear. **Carrier:** Strong tubular, detachable type. **Stands:** Front and rear of tubular construction. **Rear stand spring operated.** **Toolbag:** Fitted to seat tube. Complete with kit of tools and grease gun. **Tyres:** Dunlop Cord, 26 x 3.25 w.o. type. **Mudguards:** Extra deep, wide section guards, front and rear. **Licence Holder:** Mounted on front-fork (legal for Solo use only). **Finish:** Black enamel on coslet. Tank, chromium plated, having black cellulose panels with gold line. **Handlebar black, chromium plated fittings.** **Dimensions:** Overall length, 86½ in. Overall width, 32 in. **Ground clearance, 4½ in.** **Speedometer:** Provision is made for fitting Smith's Speedometer with gearbox drive. Dial is mounted on tank coverplate immediately behind handlebar.

Price £41 . 0 . 0 or £11 5 0 Deposit and

EXTRA. A valanced front mudguard can be fitted to either model at a cost of 3 6

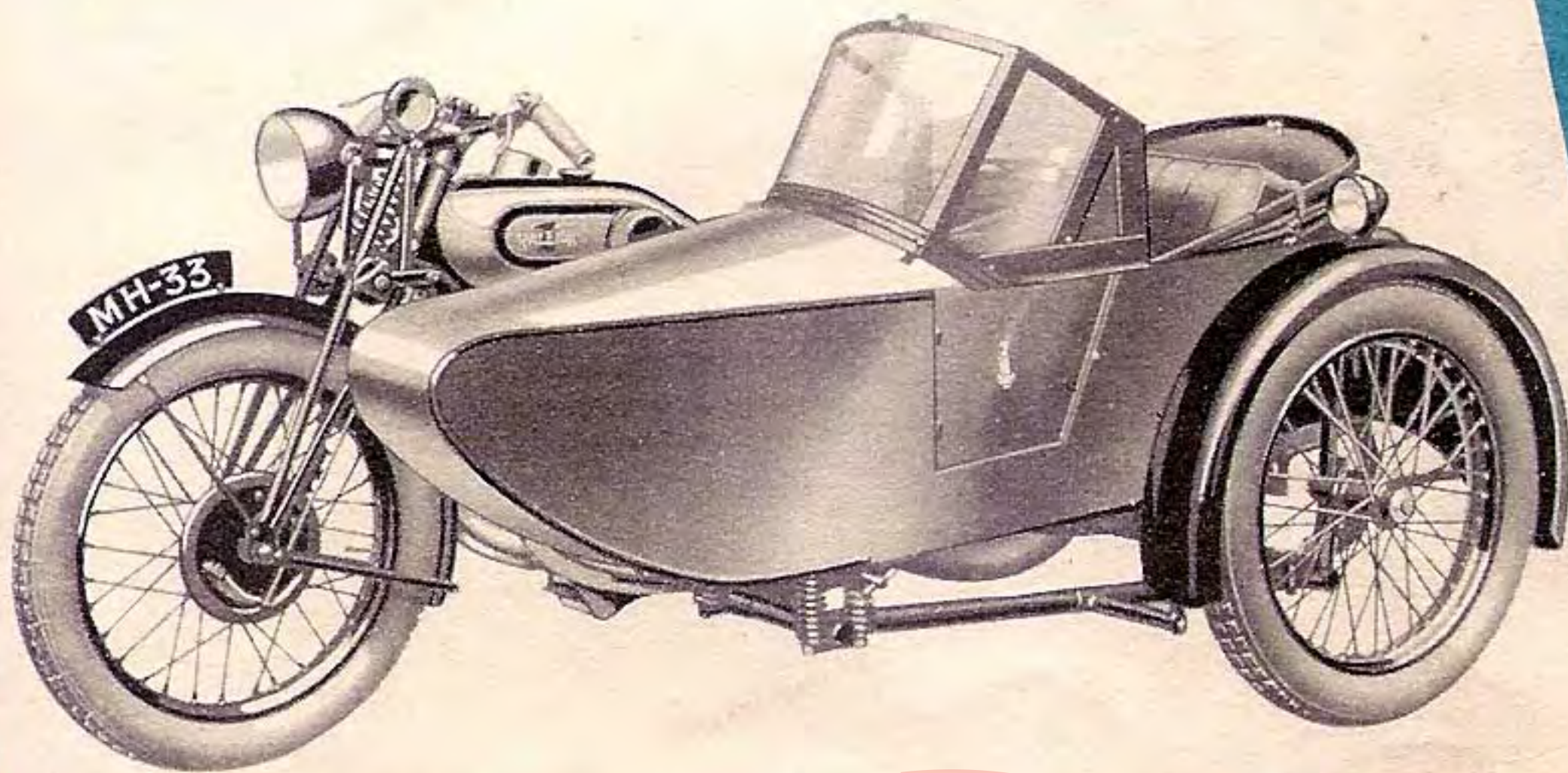
MODEL M.O.-33 2.98 h.p.



SPECIFICATION

Engine : 2.98 h.p., bore 65.6 mm., stroke 88 mm., 298 c.c. capacity. Car type detachable cylinder head. Roller bearing big end. Ball bearing crankshaft. Aluminium piston with floating gudgeon pin. Enclosed tappets and valve springs. **Lubrication :** Dry sump, entirely automatic. Oil feed taken direct to big end. Special provision made for lubricating timing gear. Frame parts by grease gun. **Ignition :** Magneto in protected position behind cylinder. **Gearbox :** Sturmey-Archer three-speed gear. Kick-starter. Handlebar controlled 2-plate clutch. Gear ratios: 5.85, 9.0, 16.1. **Transmission :** Chain $\frac{1}{2}$ in. x .205 in. Lubricated direct from engine. Chain case fully protecting front-chain and top portion of rear. **Frame :** Specially strong with large diameter tubes. Engine inclined forward. **Front Forks :** Of special design, providing large movement. Fitted with single taper compression spring and spring-loaded shock absorbers. **Handlebar :** Adjustable with controls of concealed type, giving very clean appearance. **Tank :** Special twin pannier tanks concealing top tube, providing capacity for $1\frac{1}{2}$ gallons of petrol. Oil tank mounted on seat tube, capacity $2\frac{1}{2}$ pints. **Saddle :** Flexible top type. Saddle height (with rider seated) $24\frac{1}{2}$ in. **Footrests :** Adjustable fitted with large rubber pads. **Brakes :** Internal expanding type. **Silencer :** Bright chromium plated silencer system with expansion chamber at rear. **Carrier :** Strong tubular, detachable type. **Stands :** Front and rear of tubular construction. **Toolbag :** Fitted to seat tube, complete with kit of tools and grease gun. **Tyres :** Dunlop Cord, 25 x 3.00 w.o. type. **Mudguards :** Extra deep, wide section guards, front and rear. **Licence Holder :** Mounted on front fork. **Finish :** Black enamel. Tanks chromium plated, black panels with gold line. Handlebar black. Chromium plated fittings. **Dimensions :** Overall length, 82 in., width 30 in. Ground clearance, $5\frac{1}{2}$ in. Weight, 223 lbs.

Price **£33 . 0 . 0** or £8 5 0 Deposit and Twelve Monthly Payments

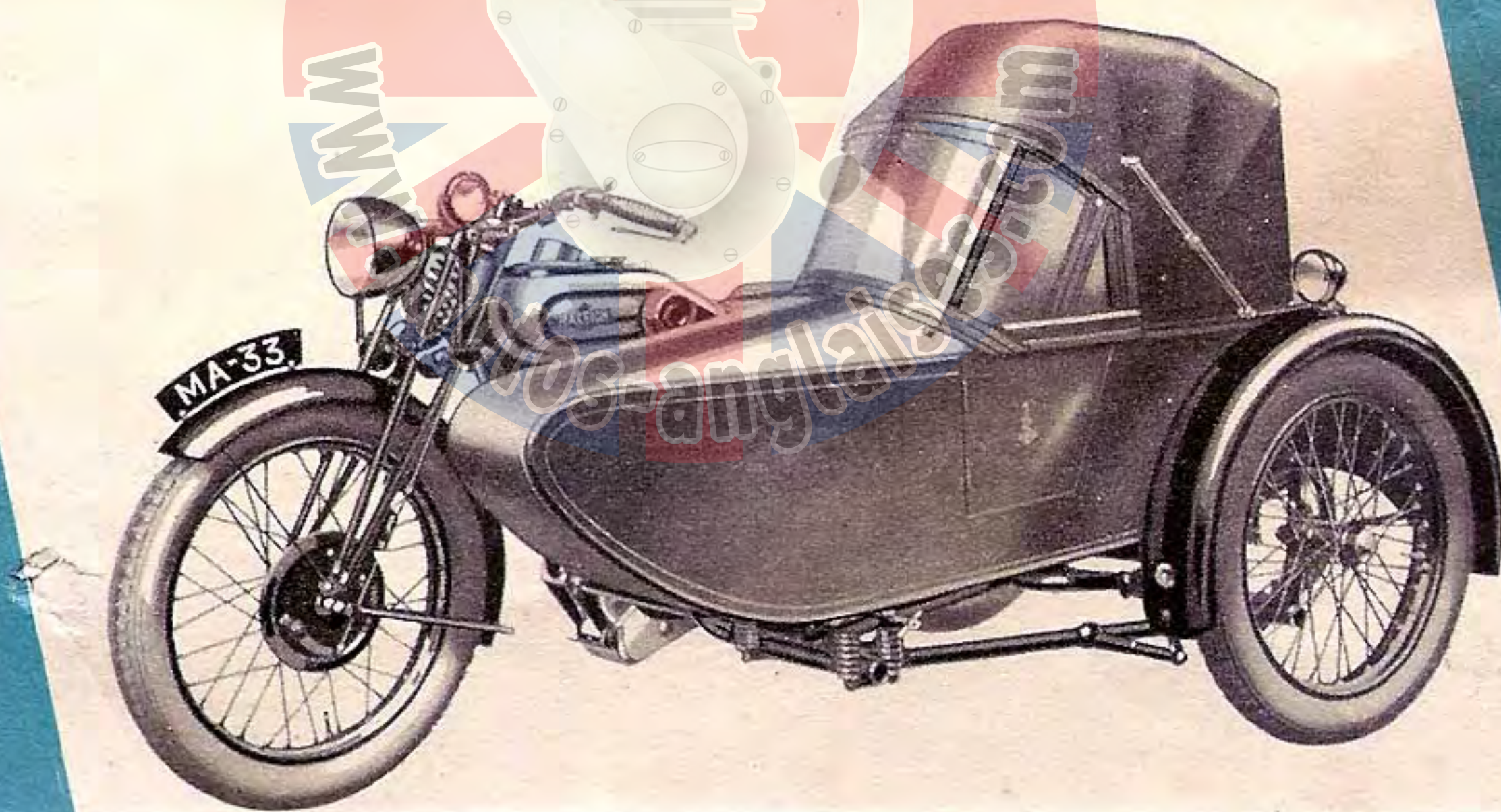


MODEL MH.-33

4.96 COMBINATION

Raleigh 4.96 h.p. MH.-33, as standard specification, but with gear ratios of 5.8, 7.8 and 14. Aluminium "Sports" body upholstered in red and fitted with locker at rear. Complete with screen and hood. Lighting set extra.

Price **£59 . 0 . 0** or £14 15 0 Deposit and Twelve Monthly Payments



MODEL MA.-33

4.96 TOURING COMBINATION

Raleigh 4.96 h.p. Model MA.-33, as standard specification but with gear ratios of 5.8, 8.5 and 15.6. Touring sidecar complete with screen and hood. Body coach-painted in black, upholstered in red and fitted with locker at rear. Lighting set extra.

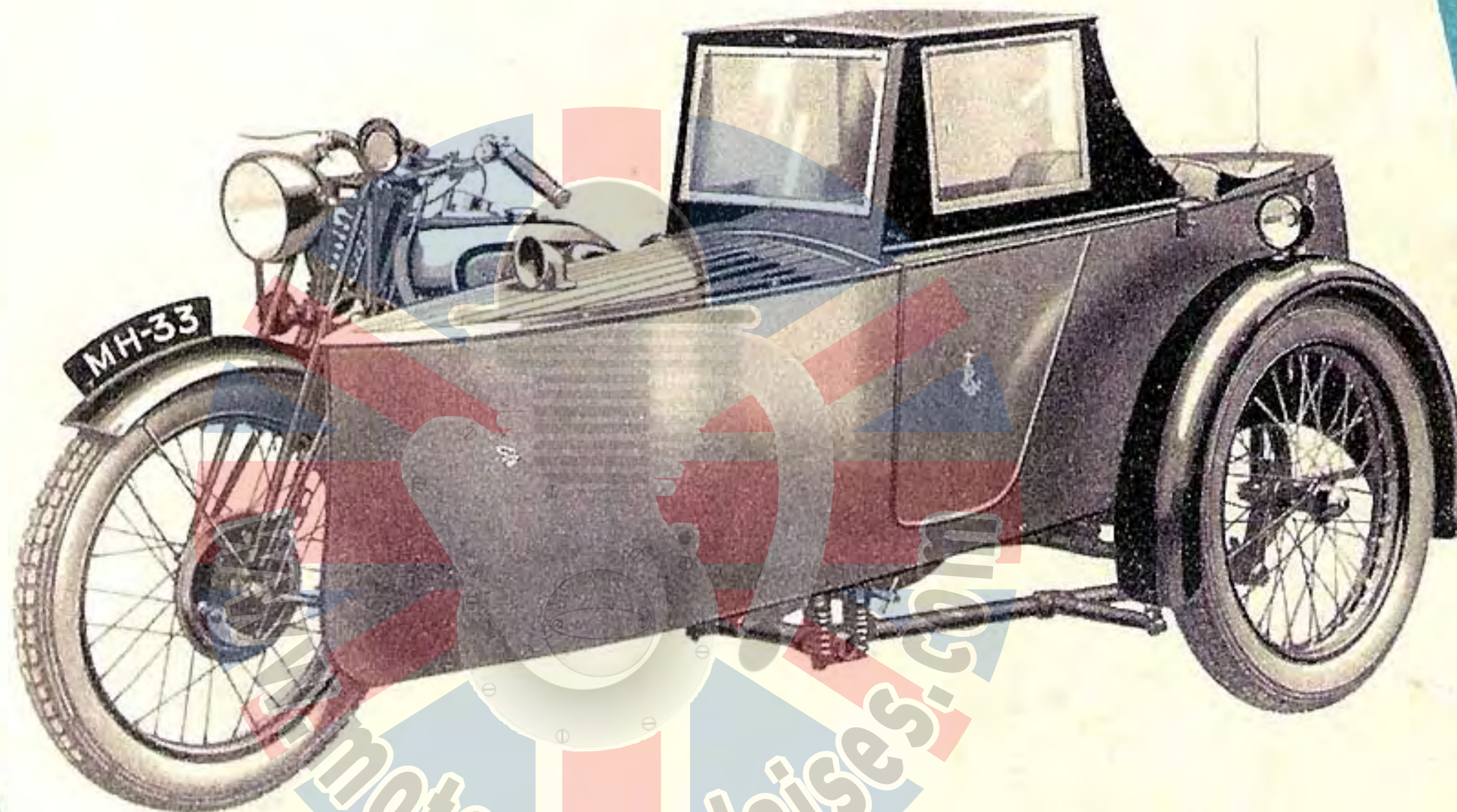
Price **£56 . 0 . 0** or £14 0 0 Deposit and Twelve Monthly Payments

MODEL MB.-33

TOURING COMBINATION

A similar outfit to the MA.-33, but incorporating a 5.98 h.p. engine.

Price **£57 . 10 . 0** or £14 7 6 Deposit and Twelve Monthly Payments



MODEL MH.-33

4.96 O.H.V. LAUNCH-SPORTS COMBINATION

Raleigh 4.96 h.p. Model MH.-33, as standard specification but with gear ratios of 5.8, 7.8 and 14. Aluminium "Launch-Sports" body upholstered in red and fitted with locker at rear. Complete with screen and hood. Lighting set extra.

Price **£63 . 0 . 0** or £15 15 0 Deposit and
Twelve Monthly Payments

RALEIGH

Guarantee

We give the following guarantee with our motor cycles, motor cycle combinations and sidecars, which is given in place of any implied conditions, warranties or liabilities whatsoever, statutory or otherwise, all such implied conditions, warranties and liabilities being in all cases excluded. Any statement, description, condition or representation contained in any catalogue, advertisement leaflet or other publication, shall not be construed as enlarging or varying or overriding this guarantee. In the case of machines which have been used for "hiring out" purposes, or from which the trade mark, name or manufacturing number has been removed no guarantee of any kind is given or is to be implied.

We guarantee, subject to the conditions mentioned below, that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, but this guarantee is to extend and be in force for six months only from date of purchase, and damages for which we make ourselves responsible under this guarantee are limited to the free supply of a new part in exchange for the part of the motor cycle, motor cycle combination and sidecar which may have proved defective. We do not undertake to replace or refix, or bear the cost of replacing or refixing such new part in the motor cycle, motor cycle combination and sidecar. We undertake, subject to the conditions mentioned below, to make good at any time within six months any defects in these respects. As the motor cycles, motor cycle combinations and sidecars are easily liable to derangement by neglect or misuse, this guarantee does not apply to defects caused by wear and tear, misuse or neglect.

- The term "misuse" shall include amongst others, the following acts:—
1. The attaching of a sidecar to the motor cycle in such a manner as to cause damage, or calculated to render the latter unsafe when ridden.
 2. The use of a motor cycle, or of a motor cycle and sidecar combined, when carrying more persons, or a greater weight than that for which the machine was designed by the manufacturers.
 3. The attaching of a sidecar to a motor cycle by any form of attachment not provided, supplied or approved by the manufacturers or to a motor cycle which is not designed for such use.

Any motor cycle, motor cycle combination or sidecar sent to us to be plated, enamelled or repaired will be repaired upon the following conditions: we guarantee that all precautions which are usual and reasonable have been taken by us to secure excellence of material and workmanship, such guarantee to extend and be in force for three months only from the time such work shall have been executed or until the expiration of the six months above referred to and this guarantee is in lieu and in exclusion of any common law or statute warranty or condition and the damages recoverable are limited to the cost of any further work which may be necessary to amend and make good the work found to be defective.

CONDITIONS OF GUARANTEE

If a defective part should be found in our motor cycles, motor cycle combinations or sidecars, or in any part supplied by way of exchange before referred to, it must be sent to us CARRIAGE PAID, and accompanied by an intimation from the Owner that he desires to have it repaired or exchanged free of charge under our guarantee, and he must also furnish us at the same time with the number of the machine, the date of purchase or the date when the alleged defective part was exchanged as the case may be.

Failing compliance with the above, such articles will lie here AT THE RISK OF THE OWNER, and this guarantee and any implied guarantee warranty or condition shall not be enforceable.

We do not guarantee specialities such as tyres, saddles, chains, lamps, etc., or any component parts supplied to the order of the purchaser differing from our standard specifications supplied with our motor cycles, motor cycle combinations, sidecars or otherwise.

Ordering, etc. All communications, orders and remittances should be directed or made payable to the Raleigh Cycle Co., Ltd. (Bankers—Lloyds Bank, Ltd.) and not to individuals.

Railway Transit. All motor cycles are sent carriage paid to the nearest railway station at "owner's risk." The railway companies decline liability unless damages or shortages are pointed out on delivery. We therefore label each machine as follows:—"It is important that this machine is examined before accepting delivery from the railway company." It is not sufficient to sign "not examined" in case of damage or shortage. In the case of any damages or shortages we should also be advised on day of receipt without fail.

Repairs and Sundries. Every Raleigh Dealer realises the importance of making adequate provision for the purpose of maintaining in constant service all Raleigh motor cycles operating in his territory. He has available competent mechanics, adequate facilities for repairs, also a good stock of spares, therefore in all questions of maintenance, Raleigh riders should approach the local Raleigh Dealer.

TERMS OF BUSINESS.

The Company should be advised direct if any difficulty arises. This subject is treated comprehensively, however, in our Repairs and Sundries catalogue.

Alterations to Prices and Specifications. The prices and specifications given in this list are subject to alterations at any time without notice, and prices are subject to conditions ruling at time of delivery.

Condition of Sale. All goods are sold on the condition that they must not be exhibited at any exhibition in the British Isles without our written consent.

Note. We do not appoint agents for the sale on our behalf of our motor cycles or other goods, but we assign to motor cycle Dealers areas in which we supply to such Dealers exclusively for re-sale in such areas. No such Dealer is authorised to transact any business, give any warranty, make any representation or incur any liability on our behalf.

THE RALEIGH CYCLE CO. LTD.

NOTTINGHAM, ENGLAND

