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THE BOOK OF THE
RALEIGH

Sold By
J. C. BISHOP,
Cycle Agent,
KINGSBURY,
SOMERSET.



for

1914

BALMORAL CASTLE.

THE ALL-STEEL BICYCLE



THE
BOOK OF THE

Raleigh

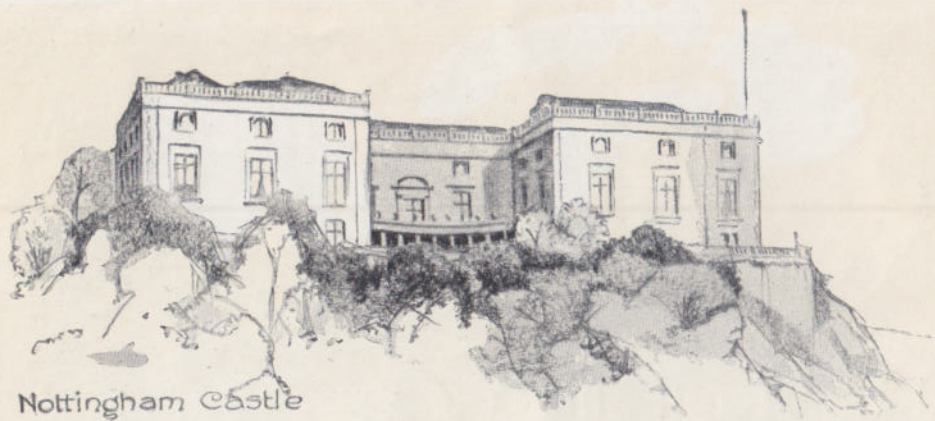
THE ALL-STEEL
BICYCLE

DEPOTS:

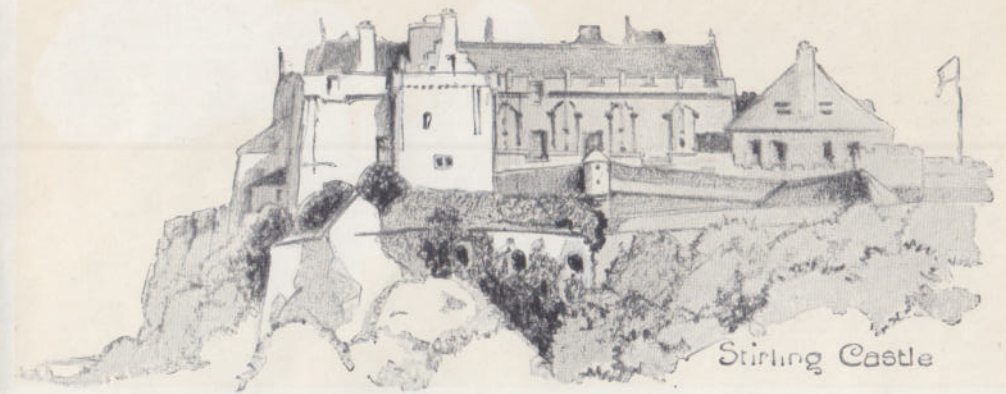
LONDON, E.C.:	41, Holborn Viaduct.	Huddersfield:	6-8, West Parade.
ABERDEEN:	271, Union Street.	LEICESTER:	6, London Road.
ALDERSHOT:	Station Road.	LIVERPOOL:	43-49, Berry Street.
BELFAST:	104, Ann Street.	MANCHESTER:	178, Deansgate.
BIRMINGHAM:	Paradise Street.	NOTTINGHAM:	King Street, and
BISHOP AUCKLAND:	4, South Road.		114, Radford Road,
BOOTLE:	233, Stanley Road.		Hyson Green.
BRADFORD:	4 & 5, Royal Arcade,	NEWCASTLE:	84, Northumberland St.
	Manningham Lane.	OXFORD:	106, St. Aldates.
BRISTOL:	44, Queen's Rd., Clifton.	PLYMOUTH:	99, Old Town Street.
BURSLEM:	Market Place.	RYDE, I.W.:	Union Street.
DERBY:	St. Peter's Street.	SHEFFIELD:	64, Leopold Street.
DUBLIN:	5, Leinster Street.	SOUTHSEA:	62, Osborne Road.
EDINBURGH:	9, Shandwick Place.	SWINDON:	The Spot, Regent Street.
HANLEY:	17, Piccadilly.	WORKSOP:	28, Bridge Street.

THE
RALEIGH
CYCLE CO.
LENTON
NOTTINGHAM

AGENTS
EVERYWHERE



Nottingham Castle



Stirling Castle

Something to think over!

If you would possess the most compact, lightest, cheapest and most convenient instrument of transport ever invented, a device which, weighing but 30 lbs. or so, will carry you where you will at three times your walking speed, and three times as far with less fatigue; will enable you to choose your own road and your own pace; will never tire; will cost you nothing for food or fuel; and next to nothing for upkeep; will be your servant in work, and companion in play,

THEN GET A BICYCLE.

How do you travel? By train, tram or 'bus? Does it not cost you sixpence a day? Well, that is over £7 a year, and for less money you can buy a good bicycle which will last for years.

If you are fond of sport, the bicycle will give it to you. Road or path racing per bicycle cannot be surpassed for keen strenuous pleasure, and there is no other sport more healthily social than cycle racing.

Are you merely at a loose end for some means of employing spare time? Do you dislike the conventional holiday at the crowded pleasure resort? Take the bicycle into the by-ways and see the world that lies off the beaten track, with all its quiet charm, and atmosphere of peace. How much do you know of the hidden beauty spots of the United Kingdom? Of the glens and hills of Scotland, the lochs and vales of Ireland, the mountains and waterfalls of Wales, the rugged coast, the green and purple sea, and the deep verdure-clad coombes of Western England, or the breezy downs of the South; the rocky beauty of the Peak country, the lakes, dales and moors of the North, the trim smiling freshness of the Midlands, or the flower-clad plains of East Anglia? all abounding in interest and pleasure, and all accessible to nothing else so easily, so readily, or so cheaply as to the bicycle.

2



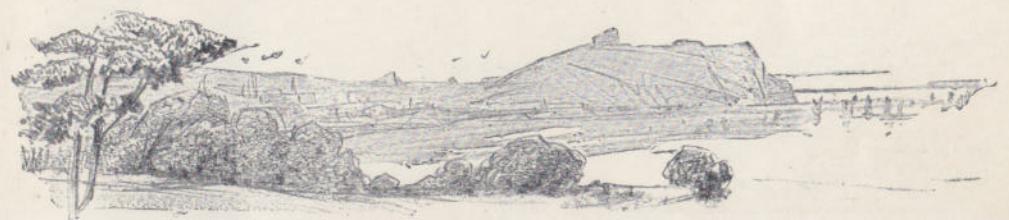
BUT WHAT KIND OF BICYCLE?

That is a most important question. Of course you will know better than to pay any attention to the advertisements of new bicycles offered at absurdly low prices by 'people going abroad,' 'ordered to give up riding,' etc., emanating from unscrupulous dealers in the most wretched garret-made rubbish. More specious, however, are those advertisements of bicycles supplied 'direct from factory to rider,' 'at pounds below makers' prices,' 'saving the middleman's profit,' etc. It is a mistake to imagine you are obtaining any advantage by buying from these sources, or that a bicycle at £4 or under from one of these firms is as good value as one at double the price made by makers of first-class standing. You may be sure that the well-known firms, 20 years and more before the public, have established their position by giving good value and supplying a thoroughly reliable article, and that their resources enable them to give you much more for your money than any of the concerns who adopt such catchpenny devices to attract custom.

We strongly advise you to buy from one of the authorised representatives of the best known firms. These have their agencies in all parts of the world. You will be properly advised as to what machine is most likely to suit you. The bicycle will be unpacked for you; adjusted properly according to your height and reach, and geared and equipped in the manner calculated to give the best results when your personal needs and the character of the district you ride in, and the purpose you have in view, are all considered. The agent who supplies you will take a personal interest both in the machine and its rider; will see to its periodical adjustment, and any repairs it may need; will strive to retain your goodwill and custom by showing you courtesy and attention.

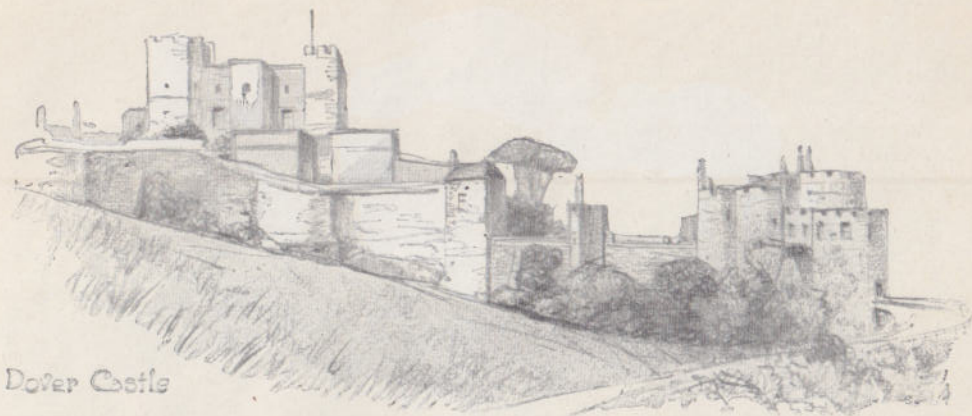
Buy the best bicycle you can afford; that is the advice of every experienced cyclist. Buy it through an established agency, and before you buy, read, mark and inwardly digest the arguments in the following pages, in support of our claim that of all good bicycles the best is **THE RALEIGH; THE ALL-STEEL BICYCLE.**

3





Dunluce Castle



Dover Castle

We claim that the best bicycle manufactured to-day is
THE RALEIGH—THE ALL-STEEL BICYCLE.

In support of our claim we quote from some of the leading newspapers of the day :—

“The Times” says :—

“The works of the Raleigh Cycle Company occupy a space of over five acres, and there are over 1,600 people employed . . . old-fashioned malleable castings have been abolished, and Raleighs are made entirely of Steel.”

“The Daily Mail” says :—

“The latest development of the Company’s policy has been to guarantee its bicycles for all time, and the evidence of the works is that no precaution is forgotten and nothing left undone to make the Raleigh bicycle capable of enduring such a feat.”

“The Westminster Gazette” says :—

“The present high position of the Raleigh Company is due to their reputation for the highest class of work.”

“The Daily Telegraph” November, 1911, says :—

“Wherever high-class cycles are known the Raleigh is firmly established in the very first rank.”

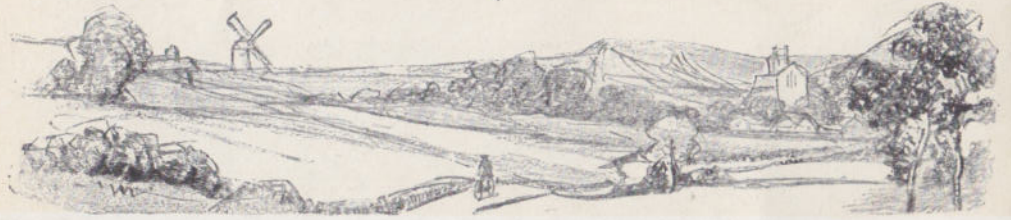
“The Daily Telegraph,” April, 1912, says :—

“For twenty-five years one has known the Raleigh to be in the forefront, but at no period was its position more firmly established than it is to-day.”

While the cycling public’s endorsement of these statements may be read in the following remarkable figures :—

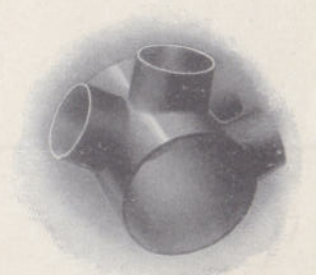
RALEIGH SALES.

Year.	Bicycles.	Year.	Bicycles.
1904	9,865	1909	33,434
1905	16,555	1910	38,890
1906	25,689	1911	46,075
1907	28,156	1912	51,805
1908	32,577	1913	57,675



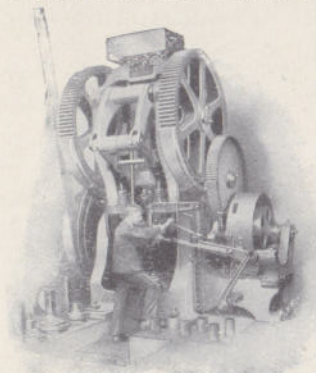
Raleigh Specialities.

The Raleigh is known as the “All-Steel Bicycle.” In its construction are several unique features, chief among them being the absence of malleable iron castings in the head and seat bracket joints and in the crank bracket. These, which are usually employed in other makes, are heavy, and liable to hidden flaws. The Raleigh Company use in their stead light, strong loops, pressed from the finest homogeneous, cold rolled steel. Raleigh frames are built by most scientific methods; tubes and joints are united by a



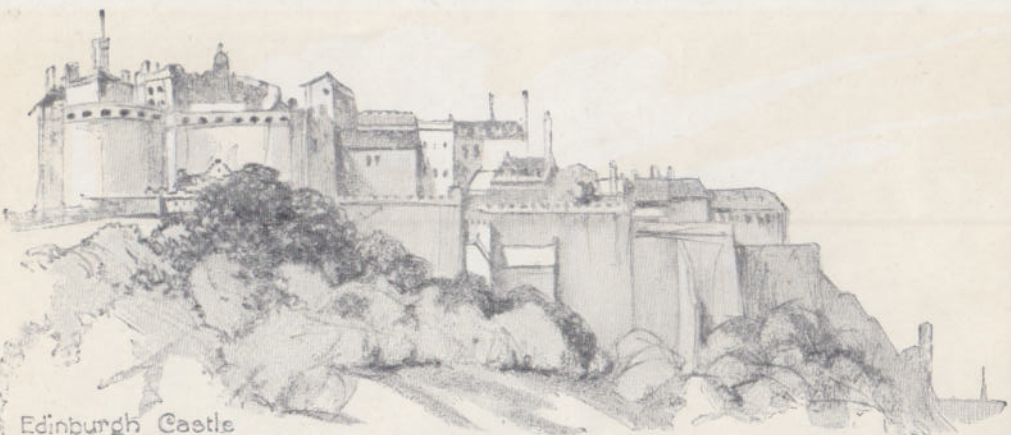
Raleigh Crank Bracket pressed without joints from a disc of steel.

process vastly superior to that in general use. In place of the old-fashioned blow-pipe and brazing hearth, where the soundness of the joint depends entirely on the skill and care of the workman, and under which method imperfect brazing is of frequent occurrence, Raleigh cycle frames, after being fitted together, are immersed in a crucible of molten brass, which is kept at a uniform temperature, so that there is no possibility of a burnt tube, as in hand brazing, and the molten brass running into every crevice always ensures a perfect joint. This is most essential in the production of a high-class cycle.

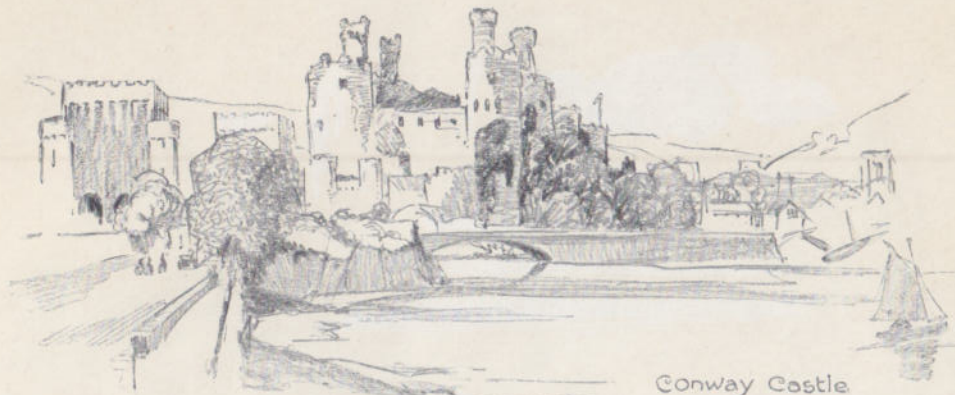


Raleigh 1,000-ton Press.

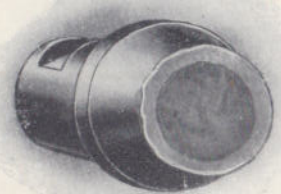




Edinburgh Castle



Conway Castle

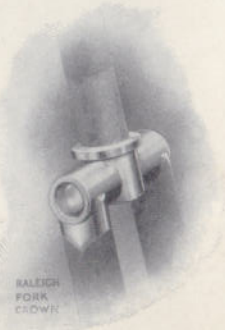


Section of Raleigh Crank Axle. The light coloured ring shows the case hardening—almost to the consistency of a diamond—to support the balls, while the dark centre is of tough fibrous steel to ensure immunity from fracture.

BEARINGS The most important parts of a bicycle, so far as its running is concerned, are the bearings. Our system of case hardening guarantees bearings which will last a lifetime. Every ball in a Raleigh is gauged to the $\frac{1}{10000}$ part of an inch, and as the surface and shape are perfectly true, the result is a beautifully running bearing with a minimum of friction. The "silky" running of a Raleigh cycle has been frequently commented on by experts, and "life," that rare quality only to be found in the highest grade machines, is always apparent in Raleighs.

FORK CROWN AND FORKS

The Raleigh tubular fork crown was, until lately, unique. The ordinary fork crowns as seen on other bicycles are all much alike, but a glance at a passing machine is generally enough to tell you when it is a Raleigh. But beware of imitations on bicycles without our trade mark. It is the strongest crown that can be made, and although costly to manufacture we fit it because of its great strength and beautiful and distinctive appearance. Our new pattern fork blades are also quite distinctive and help to make the most comfortable and easy steering bicycle that money can buy. The correct steering angle and peculiar taper of our front fork makes the steering of a Raleigh quite easy with "hands off."



WHEELS Raleigh wheels are most carefully built and hand trued by highly skilled operatives. We make our own spokes, using highest tension steel wire, upon which is rolled a rust-resisting sheath of aluminium alloy. The thread for the nipple is rolled on—not cut, as commonly made—thus preserving the full strength of the wire. Rims are of guaranteed British manufacture, heavily nickelled and highly polished by us.

TYRES Raleighs for 1914 are fitted with Dunlop Tyres, which have always maintained the highest reputation for their wearing qualities. As tyres are subject to more wear and tear than any other part of a cycle, it is absolutely essential that the very best grade procurable should be fitted. Nos. 27, 28, 29, 30, and 31 Raleighs are fitted with "Warwick" Tyres, made under the Doughty Patent Process by the Dunlop Company.

ENAMEL The Raleigh process of enamelling is most expensive, elaborate and complete, no pains being spared to ensure a satisfactory result. The frame and fork are first polished to a silvery brilliance and are then made rust-resisting and impervious to moisture by "Cosletting," a new and costly patent process whereby a rust-resisting surface is formed upon the tubing.

PLATING Respecting the splendid quality of plating on Raleighs, Mr. F. T. Bidlake, in the "Scottish Cyclist," says:—"In my cycle shed a lady's machine of that brand (Raleigh) now in its twelfth year, shows up the quality of its plating conspicuously against much new-fangled stuff."

CHAIN WHEELS Chain wheels are stamped from the best quality cold rolled bright steel, with teeth carefully milled, accurate in pitch and shape. Heavily nickelled-plated and highly polished.

CHAINS We use $\frac{1}{2} \times \frac{1}{8}$ -inch rollers, special quality, tested to a breaking strain of 1,500 lbs. They undergo rigorous inspection, all small twists occurring in assembling being carefully rectified. They are thoroughly accurate and durable.

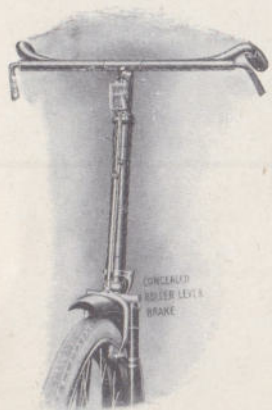




Belvoir Castle



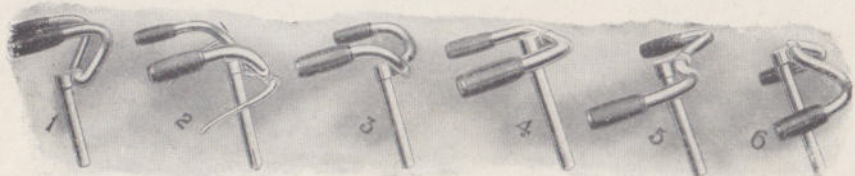
Lismore Castle



BRAKES A special feature of the Raleigh Brakes is the stirrup at the bottom of the head (shown in the illustration) which gives a perfectly central and therefore very powerful pull to the brake, although easily applied. The brake shoes and blocks may be easily and quickly detached to facilitate the removal of the wheel. In the best machines the brake levers are concealed in the handle bar, thus giving a very neat and distinctive appearance to the machine.

SADDLES In all the world one firm is pre-eminent in the manufacture of Cycle Saddles—"Brooks." We fit Brooks' saddles, although, of course, they are the most costly, to all our best Roadster and Light Roadster Models. To Nos. 27, 28, 29, 30, 31, and 17, a special "Leatheries" saddle is fitted.

HANDLE BARS We fit three types of handle bars to our machines, viz.: Raised, Nos. 1, 2 and 3; Flat, Nos. 4 and 5; and Dropped, No. 6. Any one may be fitted to order in lieu of that shown in specification of machine. Roller-lever brakes can only be supplied with handle bars Nos. 2 and 4. Hook-lever brakes are suitable for any type of handle bar.



3



Sturmey-Archer Gear.

We were the first cycle manufacturers to standardise this Gear, as from practical experience we realized the force of the claim that it **"MAKES CYCLING EASY."**

No fewer than 15,228 of our cycles were sold fitted with the Sturmey-Archer Gear last season.

It is hardly necessary to-day to point out the advantages to be derived from the use of the Sturmey-Archer Three-Speed Gear. Briefly stated they are:—

- 1.—Low Gear. The cyclist can climb hills, or ride against strong winds easily on the low gear.
- 2.—Middle Gear. The cyclist can ride easily against moderate winds and up gentle slopes with the middle gear. This is his usual gear on a single-speed machine.
- 3.—High Gear. The cyclist can ride easily at a rapid pace down hill, or on the level with a following wind, on the high gear.

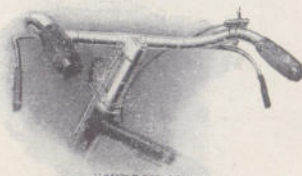


THREE SPEED HUB

The Sturmey-Archer Gear makes cycling easy. The gear is now in its fourteenth year. There are hundreds of thousands in use. Lord Alverstone, late Lord Chief Justice of England, who until lately was a cyclist riding a Raleigh Modele Superbe, with Sturmey-Archer Three-Speed Gear, wrote that it "increased his pace at least two miles per hour." The Sturmey-Archer Gear may be operated by the simple movement of a lever placed on the handle-bar, or, if preferred, upon the top tube. See illustration. We recommend 54, 71 and 94 gears for gentlemen, and 47, 62 and 81 for ladies, but can give other combinations if desired.

THE STURMEY-ARCHER TRI-COASTER

combines with the three-speed gear an efficient back-peddalling brake, which may be applied at any point. When the Tri-coaster is ordered we do not fit the rear rim brake. Three-Speed Gear extra to First Grade, Popular, Racers and Juveniles, 21/- Tri-coaster extra to ditto, 28/6.



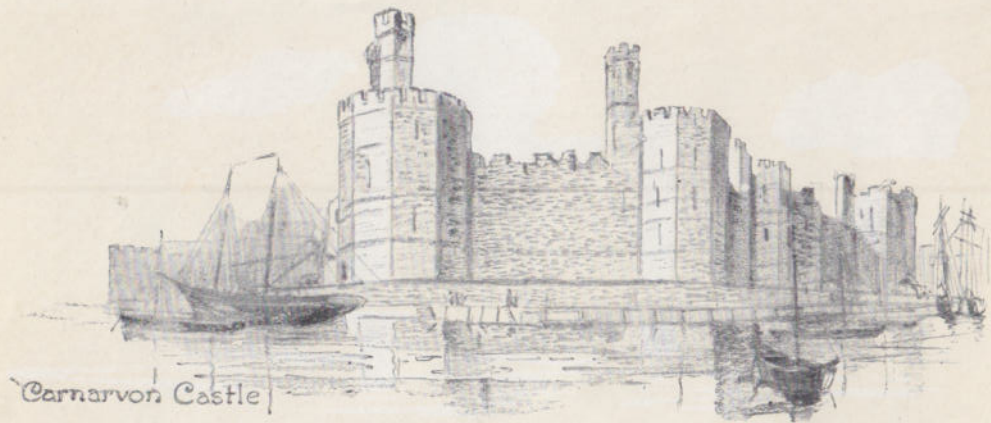
HANDLE BAR CONTROL



TOP TUBE CONTROL

9





Carnarvon Castle



Dunvegan Castle

Raleigh Successes.



Gold, Silver and Bronze Medals, Awards and Diplomas for excellence have been granted to the Raleigh as follows:—Japan-British Exhibition, Norwegian International Exhibition, Milan International Exhibition, Perugia International Exhibition, Perth (Western Australia) Exhibition, Chicago International Exhibition, Touring Club de France Hill-Climbing Trials, etc. Raleigh Cycles have been supplied to His Majesty's Government at home and abroad, His Majesty's Postmaster-General, The Royal Irish Fusiliers, The Royal Irish Guards, The South Wales Borderers, The Leinster Regiment, The Cheshire Rifles, The Royal Irish Constabulary, Baden-Powell's South African Constabulary, Calcutta Mounted

Police, The Trinidad Police, The Ceylon Police, The National Telephone Co., The National Society for the Prevention of Cruelty to Children, Messrs. W. H. Smith & Son, "The Westminster Gazette," "Daily Mail," etc., etc.

In addition to a large and constantly growing demand at home, Raleigh customers are found in ever-increasing numbers in—

China	Federated	Canada	Armenia
France	Malay States	New Zealand	Mexico
Spain	Denmark	West Africa	West Indies
Italy	Tasmania	British	Java
Germany	Holland	East Africa	Mauritius
Scandinavia	Belgium	Rhodesia	Ceylon
Switzerland	Russia	Cape Colony	India
Portugal	Siberia	Orange	Trinidad
Japan	Madagascar	River Colony	British Columbia
Nigeria	Greece	Transvaal	Straits
Australia	Egypt	Natal	Settlements
Argentine	Siam	Panama	etc., etc.



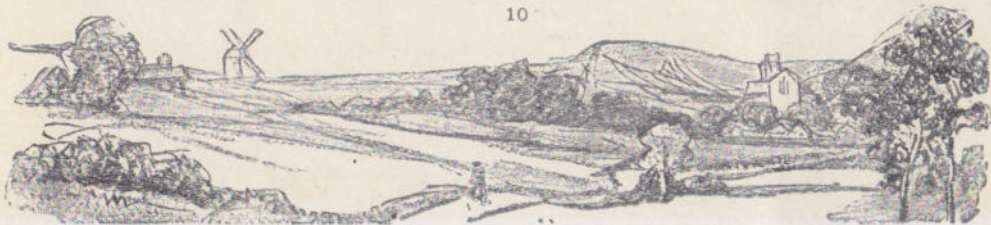
Land's End to John o' Groats' Record.

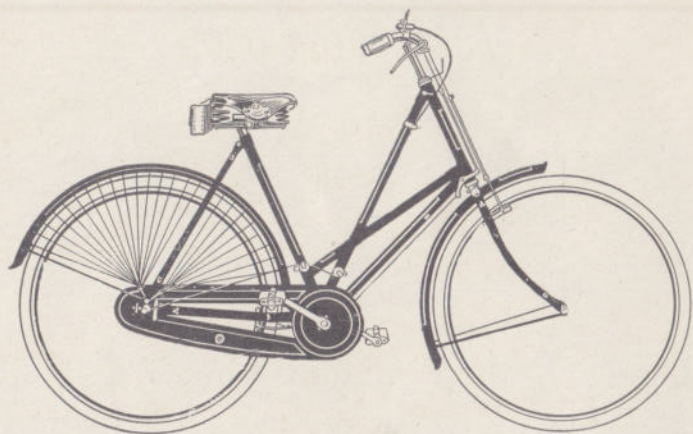
The Raleigh still holds that much-coveted "Record of Records," Land's End to John o' Groats, 837½ miles, which, in July, 1908, was ridden by Mr. Harry Green, in 2 days, 19 hours and 50 minutes, making an average speed all the way, including stops for sleep, punctures, and refreshments, of 12 $\frac{3}{8}$ miles per hour. Thanks to a perfect bicycle and a perfect gear (Sturmey-Archer Tri-coaster) the rider had no mechanical troubles, and broke the previous record, which was considered practically unassailable, by 2 hours 52 minutes. So fierce has been the competition amongst the leading riders of the day that this record was broken no less than three times during 1908. This wonderful ride of Green's made a great sensation in the cycling and sporting world just at the time when all eyes were directed to the International Olympic Games and Sports at the Franco-British Exhibition.

"Green's machine was fitted with a three-speed gear, and I venture to think that no single-gear cycle could possibly have carried him so well. As might be expected in association with the Raleigh bicycle the triple gear used was the Sturmey-Archer, with foot-acted concealed brake, the combination being known as the Tri-coaster. Green started with a normal gear of 94 inches, with the options at call of about a third more and about a quarter less, but in this he was rather inclined to excess, and wisely varied the chain-wheel at Bridgnorth, and thenceforward used an 80 inch normal, with the same percentages of variation. Although occasionally resorting to the lowest gear the bulk of his changes were to the highest on fast stretches, and it is certain that no single-gear rider could have descended the Grampians as he did, using over 100 gear, if he had been condemned to use that gear and no other all the way." (Mr. T. F. Bidlake, Cycling Editor of "The Daily Chronicle.") A glance at the comparative record times in a period of only 12 months shows that Green has reduced the time by over HALF-A-DAY.

1907. Welsh	3 Days, 8 Hours, 4 Minutes.
1908. Olley	3 " 5 " 20 "
1908. Peck	2 " 22 " 42 "
1908. Green	2 " 19 " 50 "

Mr. Green telegraphed his appreciation of the machine which served him so well in the following:—
"I must congratulate you upon your splendid bicycle, which ran perfectly throughout"

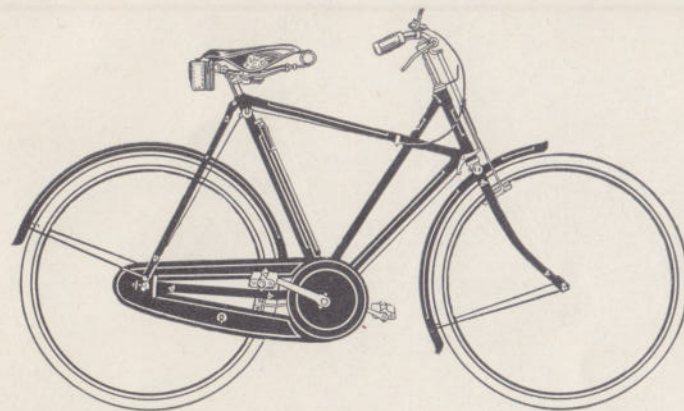




No. 16

MODÈLE SUPERBE RALEIGHS.

The outstanding characteristic of the Modèle Superbe Raleigh is, of course, the patented and registered X frame. This is a more scientifically correct form of construction than the ordinary so-called diamond frame. The triangulation of the fore part gives immense strength and stiffness; there is no yielding under the strongest pedalling, and the machine has been recognized by the best cycle engineers to be a real advance in design. It is, however, costly to manufacture, and for that reason we can only supply it as our highest priced machine. Moreover, its finish and equipment are exceptional. It has been our aim with this machine to make it appeal to those cyclists who like to possess not only the best obtainable, but an article having the qualities of distinctiveness and beauty in addition to those of mere utility.



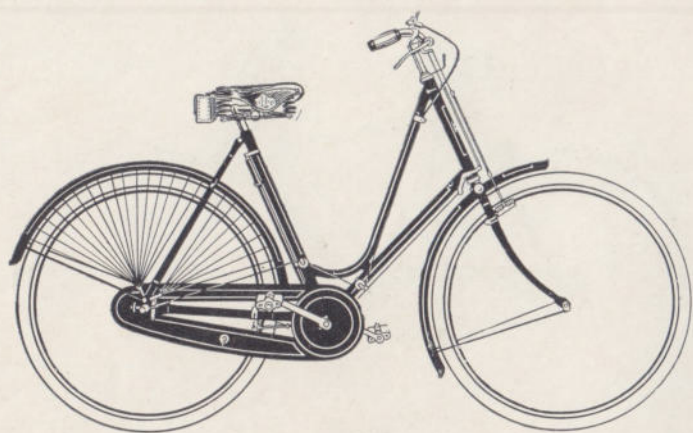
No. 20.

SPECIFICATION.

- Wheels.**—28 in., non-rusting spokes.
- Tyres.**—Dunlop, on specially finished rims.
- Frames.**—22 in., 24 in., or 26 in.
- Handle Bars.**—Raised, as illustrated.
- Brakes.**—Front and rear rim, roller or inverted levers.
- Mudguards.**—Feather-weight steel, beaded edges, with forward extension.
- Steering Lock.**—Patent friction band.
- Cranks.**—6½ in. for lady's; 7 in. for gentleman's.
- Chain.**—Best ½-in. roller (Renold)
- Gear.**—Sturmev - Archer three-speed, 47-62-81 in., lady's; 54-71-94 in., gentleman's, or as ordered. Tri-coaster if preferred.
- Gear Case.**—Raleigh patent detachable oil bath.
- Pedals.**—Raleigh, best rubber; 3¼ in. for lady's; 3½ in. for gentleman's.
- Saddle.**—Brooks', plated springs.
- Finish.**—Superfine dark green enamel, gold-leaf lines, rims, handle-grips, etc., to match.
- Fittings.**—Green celluloid pump, with clips, special satchel, spanners, and oiler. All clips brazed to frame.

PRICE - £15 15 0 net cash

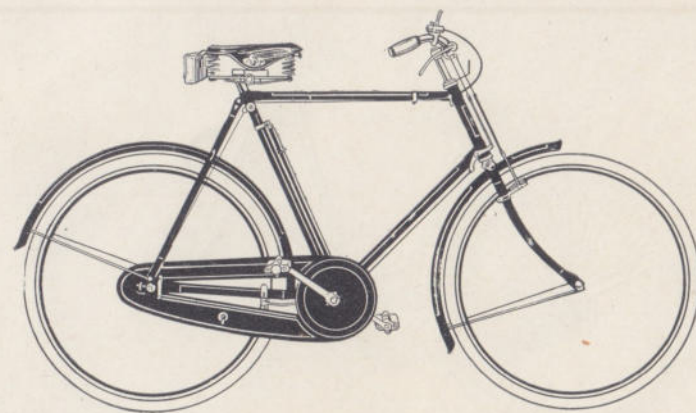
or by **£1** deposit and 12 monthly payments of **27/2.**



No. 12.

SPECIAL RALEIGHS.

Nos. 12 and 5 are examples of the very best productions of modern high grade cycle engineering, of which the Raleigh Company are admitted to be the leading exponents. Everything about these machines is of the best; design, tubing, tyres, saddles, three-speed gear, oil-bath gear case, and general finish. These machines do not possess the special constructional features or the extra embellishments and refinements of the Modèle Superbe Raleighs described on the preceding pages, but in all other respects they are guaranteed to answer to the requirements of the most exacting riders, and to afford comfort, beautifully free running, and the maximum of service with the minimum of expense.



No. 5.

SPECIFICATION.

Wheels.—28 in., non-rusting spokes.

Tyres.—Dunlop, on handsomely finished rims.

Frames.—22 in., 24 in., or 26 in.

Handle Bars.—Raised.

Brakes.—Front and rear rim, roller or inverted levers.

Mudguards.—Light steel, with forward extension.

Steering Lock.—Patent friction band.

Cranks.—6½ in. for lady's; 7 in. for gentleman's.

Chain.—Special ½-in. roller.

Gear.—Sturmey - Archer three-speed, 47-62-81 in. lady's; 54-71-94 in. gentleman's, or as ordered.

Gear Case.—Raleigh patent detachable oil bath.

Pedals.—Raleigh, best rubber; 3¼ in. for lady's; 3½ in. for gentleman's.

Saddle.—Brooks', plated springs.

Finish.—Brilliant black enamel, with artistic lining.

Fittings.—Celluloid pump, with clips, satchel, spanners, and oiler.

PRICE - £11 11 0 net cash

or by **£1** deposit and 12 monthly payments of **19/6.**

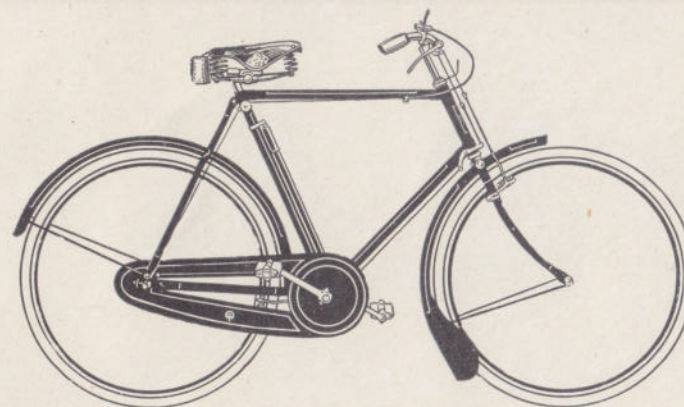
J. C. BISHOP,
Cycle Agent,
KINGSBURY,
SOMERSET.



No. 10.

ALL-WEATHER RALEIGHS.

All weather finish for bicycles has risen in favour from year to year. Excepting the handle-bar and brake levers, which, being adjustable, are better nickelled than enamelled, and conduce so much to the handsome appearance of the machine, the whole is enamelled black over a surface rendered rust proof by the patent Coslett process. This makes a very serviceable finish for machines which are intended for use all the year round. A forward extension to the front mud-guard, with a large splash-guard and wide mud-guards are fitted to protect the rider in bad weather. In general finish and equipment these machines are the same as Special Raleighs Nos. 5 and 12 described on the two preceding pages.



No. 11.

SPECIFICATION.

Wheels.—28 in. non-rusting spokes.

Tyres.—Dunlop, on aluminium rims.

Frames.—22 in., 24 in., or 26 in.

Handle Bars.—Raised.

Brakes.—Front and rear rim, inverted or roller levers.

Mudguards.—Special section steel.

Steering Lock.—Patent friction band.

Cranks.—6½ in. for lady's; 7 in. for gentleman's.

Chain.—½-in. roller.

Gear.—Sturmev-Archer three-speed, 47-62-81 in. lady's; 54-71-94 in. gentleman's. or as ordered.

Gear Case.—Raleigh patent detachable oil bath.

Pedals.—Raleigh, rubber; 3½ in. for lady's; 3¾ in. for gentleman's.

Saddle.—Brook's.

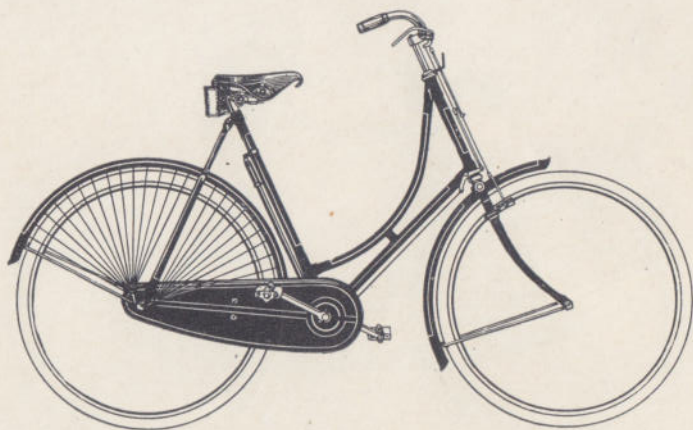
Finish.—Black enamel with gold lines. Cranks, pedals, hubs, nuts, etc., coslettised and enamelled.

Fittings.—Celluloid pump, with clips, satchel, spanners, and oiler.

PRICE - £11 11 0 net cash

or by **£1** deposit and 12 monthly payments of **19/6**.

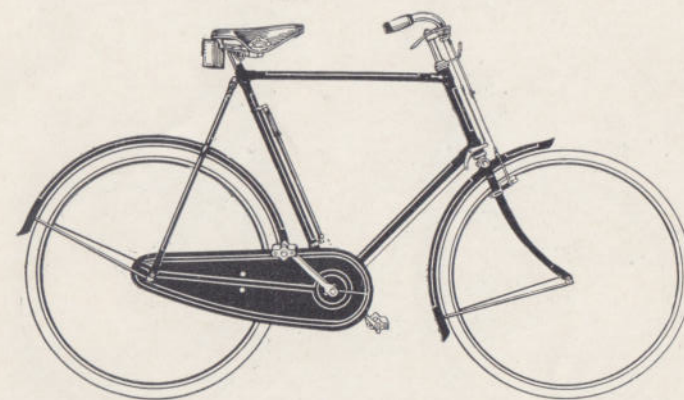
Sturmev-Archer Tri-coaster if preferred, **7/6** extra.



No. 2.

FIRST GRADE RALEIGHS.

Of identical quality with the Special Raleighs, but minus the Sturmey-Archer gear and oil-bath gear case; equipped instead with the Raleigh frictionless free wheel and the Raleigh metal detachable gear case, which is a thoroughly efficient chain protector; and finished in handsome olive green enamel with light green lining, these models represent the maximum value obtainable at the price. They are extremely comfortable and serviceable machines either for touring or general purposes, and their handsome appearance and splendid wearing qualities have ensured to us an increasing sale year by year; and guarantee to the buyer a reliable and sweet running machine which will give constant pleasure, free from any of the vexatious troubles that sometimes characterize the productions of other makers.



No. 4.

SPECIFICATION.

Wheels.—28 in., non-rusting spokes.

Tyres.—Dunlop, on handsomely finished steel rims.

Frames.—22 in., 24 in., or 26 in.

Handle Bars.—Raised.

Brakes.—Front and rear rim, inverted or roller levers.

Mudguards.—Special section steel, with forward extension.

Steering Lock.—Patent friction band.

Cranks.—6½ in. for lady's; 7 in. for gentleman's.

Chain.—½-in. roller.

Gear.—60 in. for lady's; 70 in. for gentleman's.

Gear Case.—Raleigh metal.

Free Wheel.—Raleigh, frictionless.

Pedals.—Raleigh, rubber; 3¼ in. for lady's; 3½ in. for gentleman's.

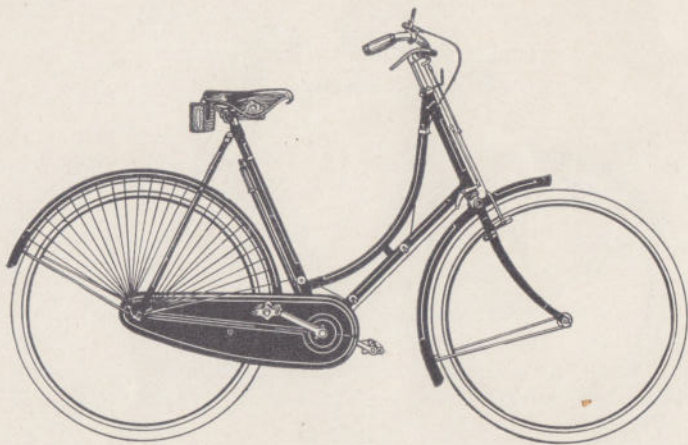
Saddle.—Brooks', plated springs.

Finish.—Olive green enamel, with pale green lines. Extremely handsome.

Fittings.—Celluloid pump, with clips, satchel, spanners, and oiler.

PRICE - £8 10 0 net cash

or by **£1** deposit and 12 monthly payments of **13/11.**



No. 8.

THREE-SPEED RALEIGHS.

We sold last year 15,228 Raleighs fitted with the Sturmey-Archer three-speed gear, a remarkable testimony to the popularity of this device, which indeed "makes cycling easy." Among the most popular models are, of course, the three-speed Raleighs at **£8 19s. 6d.** They are wonderful value and bring a bicycle of the highest class, fitted with an equally reliable and efficient speciality, within the reach of a modest purse. To be able to ride farther and faster, and climb hills, and travel against the wind without perceptibly increasing one's exertion must appeal to everyone whether riding for pleasure or business. Fast riding to business without the disagreeable effects which accompany excessively rapid pedalling, and easy riding home when tired, on medium or low gear at choice, are points that must appeal strongly to business cyclists.



No. 9.

SPECIFICATION.

Wheels.—28 in. non-rusting spokes.

Tyres.—Dunlop, on handsomely finished steel rims.

Frames.—22 in., 24 in., or 26 in.

Handle Bars.—Raised.

Brakes.—Front and rear rim, roller or inverted levers.

Mudguards.—Special section steel, with forward extension.

Steering Lock.—Patent friction band.

Cranks.—6½ in. for lady's; 7 in. for gentleman's.

Chain.—½-in. roller.

Gear.—Sturmey-Archer three-speed, *47-62-81 in., lady's; 54-71-94 in. for gentleman's, or as ordered.

Gear Case.—Raleigh metal, to lady's only.

Pedals.—Raleigh, 3¼ in. for lady's, rubber, 3¼ in. for gentleman's, rubber or rat-trap.

Saddle.—Brooks'.

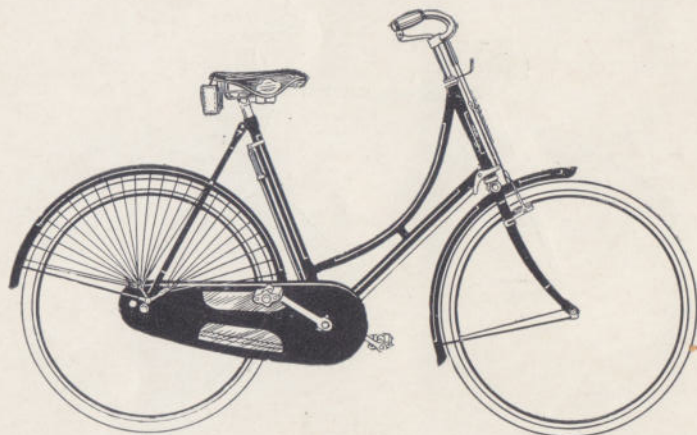
Finish.—Brilliant black enamel, artistically lined.

Fittings.—Celluloid pump, with clips, satchel, spanners, and oiler.

PRICE - £8 19 6 net cash

or by **£1** deposit and 12 monthly payments of **14/10.**

Sturmey-Archer Tri-coaster, if preferred, 7/6 extra.



No. 17.

LIGHT-WEIGHT RALEIGHS.

The light-weight Raleighs illustrated on this and the following page were introduced to meet the needs of cyclists of slender physique, or those below the average weight, who prefer machines stripped of tourist fittings and upon which light and fast pedalling can be accomplished if desired. These models are constructed with shorter wheel base and more compact frames than usual; they have 26 in. wheels, light tyres, saddles, and other fittings. Weight has been judiciously eliminated wherever practicable without detriment to the reliability of the machine, so that they are in all respects serviceable even for all-round riding if carefully used, and with due attention paid to the condition of the tyres and to the general adjustment of the bicycle.



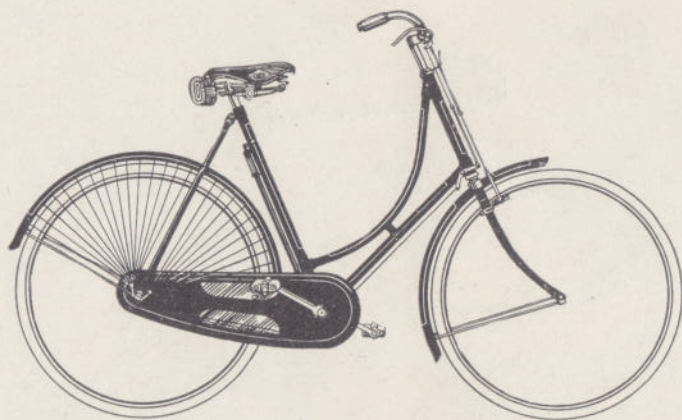
No. 7.

SPECIFICATION.

- | | |
|---|---|
| Wheels. —26 in., non-rusting spokes. | Chain. — $\frac{1}{2}$ -in. roller. |
| Tyres. —Dunlop. | Gear. —60 in. for lady's; 70 in. for gentleman's, or as ordered. |
| Frames. —22 in., 24 in., or 26 in. | Pedals. —Raleigh $3\frac{1}{4}$ in. for lady's, rubber; $3\frac{3}{4}$ in. for gentleman's, rat-trap, or rubber. |
| Handle Bars. —Raised. | Saddle. —Special light pattern. |
| Brakes. —Front and rear rim inverted to No. 17; front inverted and coaster to No. 7. | Finish. —Brilliant black enamel; artistically lined. |
| Mudguards. —Special section steel, with forward extension. | Fittings. —Celluloid pump, with clips, satchel, spanners, and oiler. |
| Cranks. —6 $\frac{1}{2}$ in. for lady's; 7 in. for gentleman's. | |

PRICE - £7 19 6 net cash

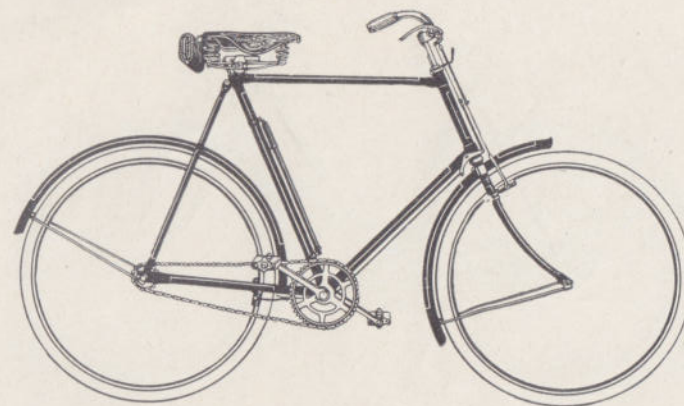
or by **£1** deposit and 12 monthly payments of **13/-**



No. 27.

POPULAR RALEIGHS.

It is a remarkable fact that while several firms manufacturing lower priced bicycles than the Popular Raleigh have, during the last two or three years, found themselves in difficulties owing to the falling off in the demand for their bicycles, the Raleigh Company, has notwithstanding the comparatively high price of its cheapest machines, shown a rapidly increasing demand for them, the output of these particular models during the past season having amounted to over 15,000. This indicates that the public is beginning to recognize that it pays far better to spend **£6 19s. 6d.** and secure a reliable article than to save a pound or two on the first purchase and be compelled to spend money all the time the machine is being ridden, in putting right defects due to inferior material and workmanship, which always accompany very low priced articles. We are certain that no such value for money as Nos. 27 and 28 can be obtained elsewhere.

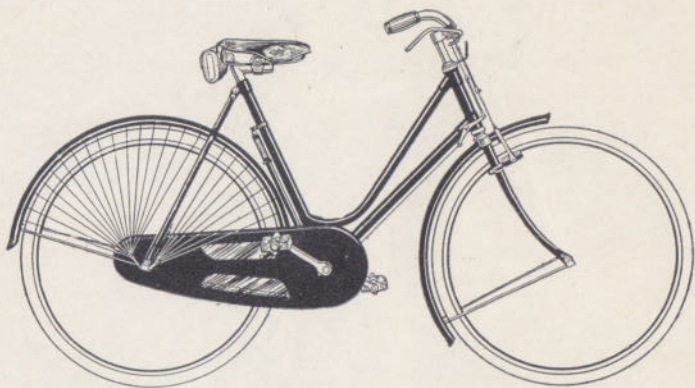


No. 28.

SPECIFICATION.

- | | |
|---|---|
| Wheels. —28 in., non-rusting spokes. | Gear. —60 in. for lady's; 70 in. for gentleman's. |
| Tyres. —Warwick, on best steel rims. | Free Wheel. —Raleigh frictionless |
| Frames. —22 in., 24 in., or 26 in. | Pedals. —Raleigh 3¼ in. rubber, lady's; 3½ in. for gentleman's |
| Handle Bars. —Raised. | Saddle. —Special three-coil, with plated springs. |
| Brakes. —Front and rear rim. | Finish. —Brilliant black enamel, beautifully lined in colours. |
| Mudguards. —Light steel, detachable. | Fittings. —Pump and clips, satchel, spanners and oiler. |
| Cranks. —6½ in. for lady's; 7 in. for gentleman's. | |
| Chain. —½-in. roller. | |

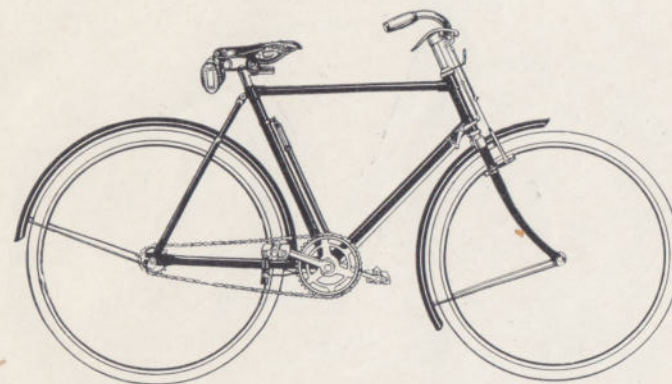
PRICE - £6 19 6 net cash
or by **£1** deposit and 12 monthly payments of **11/1.**



No. 30.

BOYS' AND GIRLS' RALEIGHS.

Boys' and Girls' machines, it would seem, have to carry two riders as often as one, while the young owners exhibit a sublime disregard for kerbstones and other obstacles over which the bicycle is not commonly supposed to run. **Thoroughly reliable** machines for juveniles cannot therefore be made to sell at low prices. Furthermore, it is most important that the design of the machine should be carefully studied. Young riders may suffer if their undeveloped anatomy and organs are strained during the years of their growth. It is most desirable, therefore, that all care should be exercised in the choice of bicycles for boys and girls. The Raleigh is properly designed, strongly built, and carefully equipped for the purpose.



No. 31.

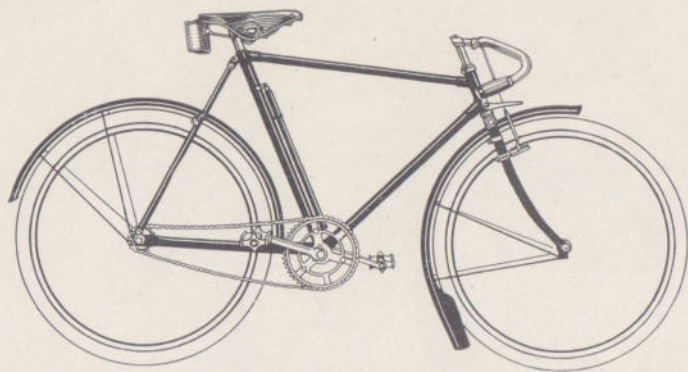
SPECIFICATION

FOR RIDERS OF 10 AND UPWARDS.

18 in. and 20 in. frames, 26 in. wheels, Warwick tyres; gear case and skirt guard for girls; Raleigh free wheel and two rim brakes. First-class fittings.

PRICE - £6 10 0 net cash

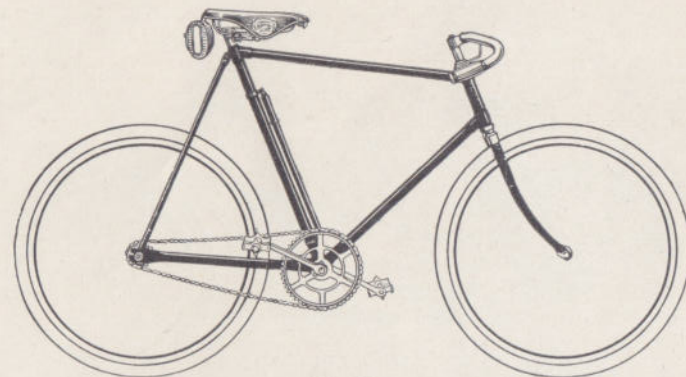
or by **£1** deposit and 12 monthly payments of **10/4**.



No. 6.

RALEIGH RACERS.

To many sporting riders of the present generation the names of such heroes of the past as Zimmerman, Jacquelin, and Lehr, World's Champions; Linton, G. P. Mills, and other famous road and path men, are scarcely known. It is true that Harry Green's record from Land's End to John o' Groats made on the Raleigh in 1908 still stands unbroken, and will be remembered by most people; but every year we receive notifications of many important road and path races won on the Raleigh in all parts of the world. Those riders therefore to whom cycling appeals as a sport or branch of athletics, may be well assured that in the Raleigh their full requirements may be obtained. No. 29 naturally, from its extremely low price, is only supplied to standard specification, but No. 6 may be built and fitted to the individual requirements of any rider who desires modification from the standard design to suit his own style of riding. It should be noted that racing or road racing tyres and wood rims are not guaranteed, though the tyre makers are generally most willing to treat every case on its merits; while as regards wood rims the makers claim that they supply the most perfect rims made and that their preservation and durability depend entirely upon the rider's treatment and care of them.



No. 29.

SPECIFICATION.

Wheels. —26 in. Warwick speed tyres, on steel rims.	Cranks. —7 in.
Frames. —22 in., 24 in., or 26 in.	Chain. —Special $\frac{1}{2}$ -in. roller.
Handle Bar. —North Road dropped.	Pedals. —Rat-trap $3\frac{1}{8}$ in.
Brake. —Coaster.	Saddle. —Special road racer.
	Fittings. —Pump, clips, satchel, spanners and oiler.

PRICE (No. 29) - £5 19 6 net cash

or by £1 deposit and 12 monthly payments of 9/4.

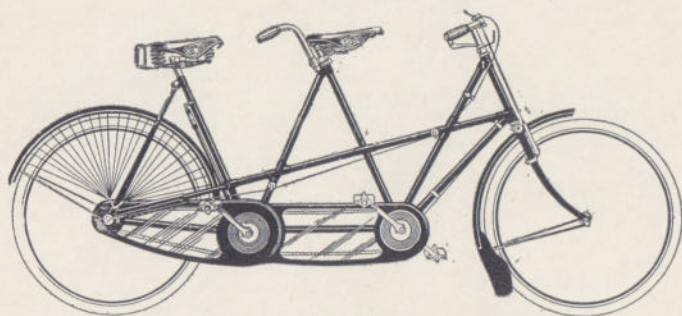
Wheels. —26 in. Dunlop tyres on laminated wood rims.	Cranks. —6 $\frac{1}{2}$ in. fixed gear. Coaster 8/6 extra.
Frames. —22 in., 24 in. or 26 in.	Chain. — $\frac{1}{2}$ -in. roller, Hans Renold
Handle Bar. —North Road or "Shirley" dropped.	Pedals. —Special $3\frac{1}{8}$ in. rat-trap.
Brake. —Special front rim with instantly detachable shoes.	Saddle. —Brooks' B17.
	Fittings. —Celluloid pump and clips, satchel, spanners, and oiler.

This machine is furnished with a set of Bluemel's Featherweight mudguards.

PRICE (No. 6) £7 7 0 net cash

or by £1 deposit and 12 monthly payments of 11/10.

No. 6 may also be obtained as a path racer, built to order.



No. 15.

SPECIFICATION.

"THE BEST TANDEM IN THE WORLD."

Tyres.—28 in. by 1 $\frac{3}{4}$ in. Dunlop on Westwood rims.

Brakes.—Front and rear rim.

Cranks.—7 in. to front, 6 $\frac{1}{2}$ in. to rear.

Gear.—Sturmey-Archer three-speed, 54-71-90 in., or as ordered.

Gear Case.—Light pattern steel with celluloid panel and leather back.

Pedals.—Raleigh. front 3 $\frac{3}{4}$ in. rubber or rat-trap, rear 3 $\frac{1}{4}$ in. rubber, best quality.

Saddles.—Brooks' B55, plated springs.

Fittings.—Celluloid pump, with Raleigh patent metal clips, special satchel, plated spanners and special oiler.

Patent eccentric adjustment for both chains.

PRICE - £22 0 0 net cash

or by **£1** deposit and 12 monthly payments of **38/8**.

TERMS OF BUSINESS.

ORDERING. All communications, orders and cheques should be directed or made payable to The Raleigh Cycle Company, and not to individuals. Customers are earnestly requested to adhere to standard patterns, as any deviation causes delay.

CRATES AND CASES Crate for single, 1/6; two singles, 2/6; three, 3/- Tandem, 4/-. Specially strong crates for export are charged at double the foregoing prices. Closed case for one bicycle, 10/-; for one tandem, 14/-; and 2/6 extra for each additional machine in the case. Crates and cases being supplied at cost or less are not returnable.

RAILWAY TRANSIT All goods are delivered on rails at owner's risk, in good condition, and are signed for as being so by the Railway Companies, who then become the agents of the purchaser, the latter paying all charges for carriage etc. Customers should therefore, carefully examine machines when received, and if damaged, sign accordingly, and make immediate claim upon the carriers. In view, however, of the recent action of the Railway Companies in declining to accept any responsibility, or pay compensation in case of damage to goods conveyed at 'owner's risk,' we strongly advise customers to have goods consigned at "Company's risk," or as an alternative, "crated per goods train."

REPAIRS AND SUNDRIES cannot be booked, our terms being net cash on receipt of invoice. Before forwarding machines, it is advisable to remove all easily detached fittings, as they often disappear in transit. When ordering sundries or parts, customers are requested to send, if possible, an exact pattern; failing this, a rough sketch, but in any case the machine number, which will be found stamped on the seat tube just below the saddle bolt, must be quoted.

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Warwick Castle

THE RALEIGH EVERLASTING GUARANTEE.

FROM JANUARY 1st, 1907, Raleigh Cycles are guaranteed by us against defects of manufacture, without any time limit. This guarantee, however, is subject to the conditions specified below.

A fac-simile is given hereunder of the printed Certificate of Guarantee presented with all Raleigh Cycles sent out between December 1st, 1913, and November 30th, 1914.



is guaranteed against defects of manufacture as long as it shall remain the property of the first retail purchaser. The full terms and conditions of this guarantee are printed on the other side hereof.

CONDITIONS OF GUARANTEE.

With all Machines and Component Parts herein specified we give a Special Guarantee instead of the guarantee implied by statute or otherwise as to the quality or fitness for the purpose of cycling of goods supplied by us; any such implied guarantee being in all cases excluded. In the case of machines which have been used for "hiring out" purposes, or in respect of which our trade mark 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.

This guarantee does not, of course, include tyres*, rims, chains, saddles, variable gears, coaster hubs, etc., in respect of which we give the guarantee furnished by the makers, usually 12 months. And the purchaser shall not be entitled to claim any damage whatever, save compensation for injury to the cycle. This guarantee does not apply to defects caused by wear and tear, misuse or neglect.

If a defective part should be found in any of our machines it must be sent to us carriage paid, accompanied by an intimation from the sender that he desires to have it repaired free of charge under our guarantee, and he must also furnish us at the same time with the number of the machine, the name of the Agent from whom he purchased, and the date of purchase.

Failing compliance with the above, no notice will be taken of anything which may arrive, but such articles will lie here at the risk of senders, and this guarantee and any implied guarantee shall not be enforceable. We guarantee only new machines which are bought either direct from us or from one of our duly authorised agents, and under no other conditions.

* TYRE GUARANTEE.—Dunlop Tyres are guaranteed for 15 months; Warwick Tyres for 13 months from the date of issue by the Tyre Company. Those failing by reason of bad workmanship or defective material will be replaced, or repaired, at a charge proportionate to the wear they have given.

