

# RALEIGH

5 CWT. TRANSPORT FOR 1932

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## RELIABLE ... ECONOMICAL ... EFFICIENT and SPEEDY LIGHT TRANSPORT FOR THE LARGE and SMALL TRADER

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**B**UILT to a superlative standard, and embodying the best traditions of British workmanship and materials, the "Raleigh Van" has the collective development of many years engineering experience, and with its introduction to the light transport market we are convinced that the reputation for reliability and performance for which every Raleigh product is famed, will be maintained.

Having emerged entirely satisfactorily from extensive gruelling tests under many and varied conditions, it has, in our own Works, completely ousted the petrol-driven trucks hitherto employed. We commend it with the utmost confidence to all requiring economic, reliable and speedy light transport.

In manufacture, every care is taken in the selection of material and component parts, assembly is carried out under rigid supervision, and the complete machine rigorously tested on the road before delivery.

In general design, the Raleigh Van differs considerably from the usual type, in that three wheels only are employed. Its salient features include: stability, large carrying capacity, ample power and lively acceleration, perfect braking, and conveniently situated controls, enabling it to be handled in the most congested traffic with the utmost ease.

The tax is £4, and insurance (all risks) only £7-10, and in addition petrol and oil consumption is extremely low. The load capacity is 5 cwt., but the actual capacity of the goods compartment is considerably greater than usual, the inside dimensions being, length, 3ft. 10ins.; height, 3ft. 9ins. maximum; and width, 3ft. 10ins. maximum. Double doors are fitted at the rear which, when open, leave a space 2ft. 10ins. wide and 3ft. 4ins. high.

The underslung chassis is stoutly constructed from channel section steel, and the body is supported on four quarter elliptic springs. The rear axle, of heavy construction, is fitted with a car-type differential, running on large taper roller-bearings, the power to the rear wheels being transmitted through splined steel shafts.

The power unit is of 600 cubic centimetres capacity with side valves incorporating a detachable cylinder head. Three forward speeds and reverse are provided by means of a specially designed Sturmey-Archer gear box, and the final drive is by a heavy duplex chain.

From these few details it will be gathered that our aim has been to build a vehicle possessing the capabilities of a motor van, yet embodying the simplicity and low upkeep costs of the modern motor cycle, whilst at the same time offering comfort and protection to the driver, and in addition an actually larger carrying capacity than the usual 5 cwt. light delivery four-wheeler.

Mounted on the standard chassis, the "Lorry" is a vehicle suited to practically any trade where the load to be carried does not require overhead protection and does not exceed 5 cwt. Detachable extension to sides similar to that designed for use with the "Dual-Purpose" Lorry are also supplied for fitting to the body at a small extra cost.

The body, which is well built and of great strength, is primed with a lead-colour paint, in readiness for finishing in any desired colour. This we can undertake at a small extra charge.

The "Box Carrier" presents a particularly attractive appearance, and is suited to all classes of trade.

The "Dual-Purpose" Lorry is an ideal vehicle for market-gardeners, small-holders and farmers, particularly when the detachable side extensions—which give the body added height, are in use. It can be used to distinct advantage for transporting small cattle, poultry, etc.

The "Factory Truck" is especially suited for internal transport. It does not include lighting set, cabin, nor windscreen. A trailer of 4 cwt. capacity is available for harnessing to the truck, giving a combined weight capacity of 9 cwt.

Tax, insurance  
and all running  
costs halved.  
The finest  
light transport  
proposition on  
the market.



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# SPECIFICATIONS

## CHASSIS

**ENGINE.** 5.98 H.P. Single Cylinder Air Cooled, 86.8 m/m x 101 m/m bore and stroke. Enclosed side valves. Detachable cylinder head. Aluminium piston of special alloy heat-treated. Three piston rings. Large fully floating gudgeon pin. Connecting rod of heat-treated steel with double row roller big end. Crankshaft runs on two roller bearings and one plain bearing positively lubricated. Full automatic dry sump lubrication with separate oil tank. Oil feed to big end, crankshaft bearings and timing gears. Detachable gauze filter in sump.

**IGNITION.** Coil ignition with hand operated control. Large dynamo and accumulator.

**CARBURETTER.** Special type with single lever control.

**CLUTCH.** Four-plate fabric insert clutch with incorporated shock absorber. Control by left foot pedal.

**GEARBOX.** Sturmey-Archer special 3-speed and reverse, all ratios engaged by sliding dogs. Pedal starter. Gear Ratios: 6.3 to 1, 10.7, 18.3 and 19.8 reverse.

**TRANSMISSION.** Enclosed automatically lubricated roller chain from engine to gearbox. Rear chain of substantial duplex type with ball bearing jockey sprocket for adjustment, operated by finger nut.

**REAR AXLE.** Semi floating type running on large taper roller bearings. Bevel differential and transmission shock absorber fitted. Axle held rigidly in chassis and provision made for withstanding chain pull.

**BRAKES.** Internal expanding 7½ in. diameter on front and 10 in. diameter rear wheels. All controlled by R.H. foot pedal, also by hand lever with ratchet for parking. Accessible finger nuts for brake adjustment.

**WHEELS.** Interchangeable car type wheels with 27 in. x 4 in. tyres.

**CHASSIS.** Built up from strong channel section steel with integral dashboard and windscreen supports. Adequately constructed for full loads and rough usage.

**TANKS.** Petrol contained in two independent tanks giving reserve supply, total capacity 3½ galls. Gravity feed to carburetter. Oil tank capacity 1 gallon.

**SPRINGING.** Body mounted on special progressive action quarter elliptic springs with substantial shock absorbers and buffers to prevent excess movement.

**WHEELBASE.** 5ft. 6in.      **TRACK.** 3ft. 7½ in.

**GROUND CLEARANCE.** 6½ in.      **WEIGHT.** 5½ cwt.

**EQUIPMENT.** Spring saddle and comfortable footboards for driver with complete forward protection by dashboard and safety glass screen. Engine and gear cowl in with easily detachable bonnet allowing through draught for cooling. 6-volt 48 watt. dynamo and 30 amp. hour battery. Instrument panel and full lamp set. Electric windscreen wiper, horn, driving mirror, licence holder, number plates, jack, inflator and tools.

### VAN

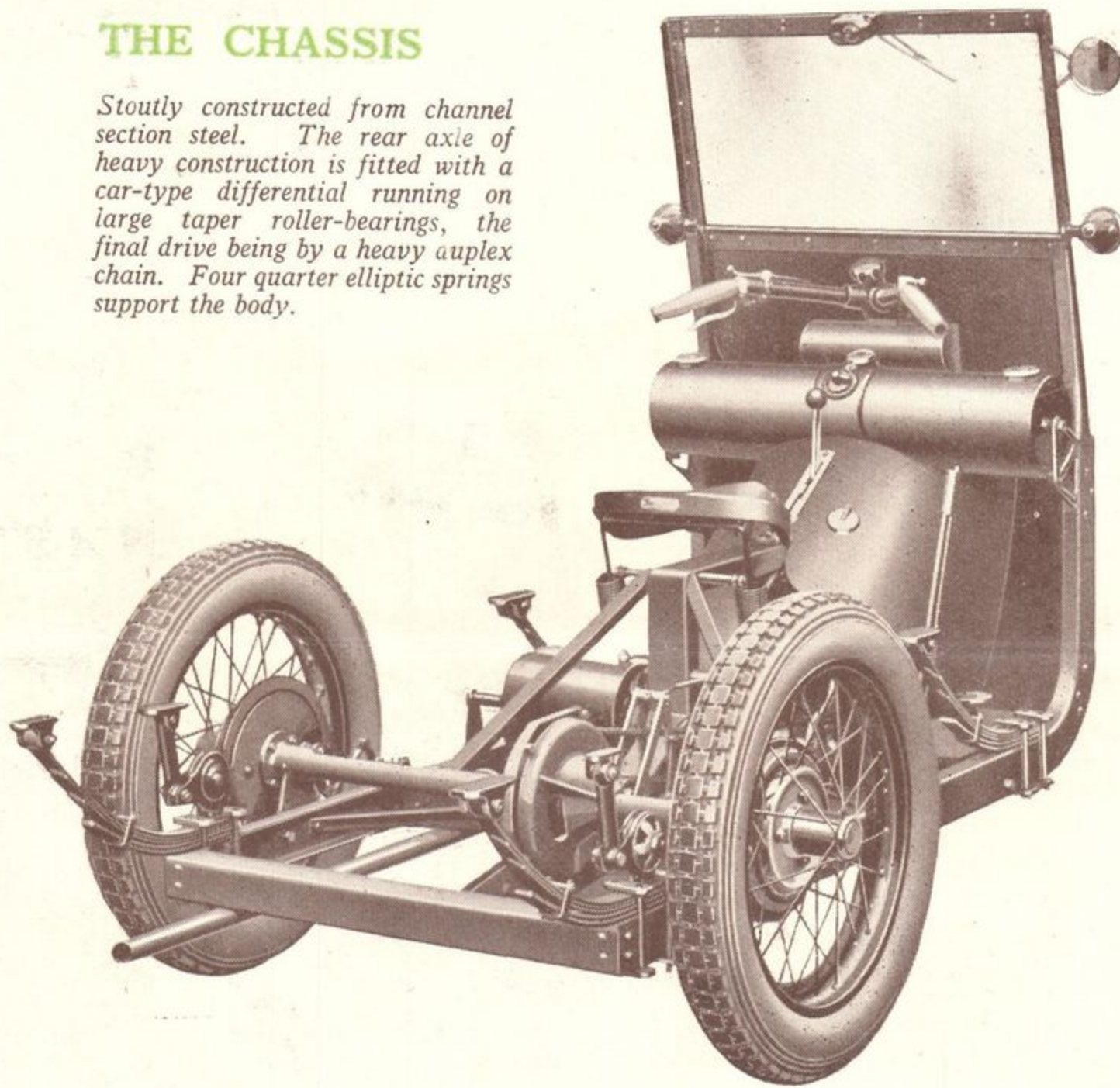
**CHASSIS.** Details as above.

**BODY.** Enclosed Van type with Cab for driver. Body sides of metal faced plywood. Black fabric roof on substantial lath framework. Body finished with grey priming paint. Double swing doors at rear. Complete with suitable fittings.

**DIMENSIONS.** Length inside goods compartment, 3ft. 10in.; width, 3ft. 10in.; maximum; height, 3ft. 9in. maximum; width of doors, 2ft. 10in.; height, 3ft. 4in. Overall length of vehicle, 9ft. 3in.; width, 4ft. 0in.; height, 5ft. 8in. Total weight, 7½ cwt.

### THE CHASSIS

*Stoutly constructed from channel section steel. The rear axle of heavy construction is fitted with a car-type differential running on large taper roller-bearings, the final drive being by a heavy duplex chain. Four quarter elliptic springs support the body.*



### BOX CARRIER

**CHASSIS.** Details as above.

**BODY.** Enclosed Box with double swing doors at rear. Side rails on roof for parcels, baskets, etc., no cab provided for driver. Body sides of metal covered plywood. Finished grey priming paint.

**DIMENSIONS.** Box length 3ft. 6in.; width, 3ft. 10in.; height to top of domed roof, 2ft. 4in. Doors, 2ft. 0in. high; 3ft. 8in. wide. Overall dimensions, length, 9ft. 3in.; maximum width, 3ft. 9in.; height to top of windscreen, 5ft. 11in. Total weight, 7½ cwt.

### LORRY

**CHASSIS.** Details as above.

**BODY.** Open type lorry with railed sides and swing down back board fitted with chains. Steel floor runners. Enclosed cab for driver. Finished in grey priming paint. Detachable slatted side extension optional, extra.

**DIMENSIONS.** Goods compartment length, 3ft. 8in. maximum; width, 3ft. 9in.; height to top of railed sides, 2ft. 0in.; height with extensions, 3ft. 3in. Weight and overall dimensions as Van.

### DUAL-PURPOSE LORRY

Chassis and Body similar to standard lorry, but no cab is provided for the driver. Body sides, 2ft. 0in. high, or 3ft. 3in. high with detachable extensions.

### FACTORY TRUCK

**CHASSIS.** Details as above, except Lighting Set, Windscreen, etc., are not provided, and lower gear ratios are fitted.

**BODY.** Substantially built flat platform, 4ft. 6in. x 3ft. 0in. with fixed sides 6in. high. Driver's Cab is not fitted.

## PRICES

(AT WORKS)

**VAN**      **£78. 15. 0**

(Complete as illustrated)

INTERIOR FITMENTS for VAN to Customer's Specification to suit any class of trade can be supplied at an extra cost.

**LORRY**      **£78. 15. 0**

(Complete as illustrated)

DETACHABLE EXTENSION to SIDES as on DUAL-PURPOSE LORRY, £1 10 0 extra

**BOX CARRIER**

(Complete as illustrated)

**£75. 15. 0**

WEATHERPROOF HOOD . . . . . £1 0 0 extra

**DUAL-PURPOSE LORRY**

(Complete as illustrated)

**£74. 0. 0**

DETACHABLE EXTENSION to sides, £1 10 0 extra  
WEATHERPROOF HOOD . . . . . £1 0 0 extra

**FACTORY TRUCK**

(Complete as illustrated, but not including Trailer)

**£69. 10. 0**

TRAILER of 4 cwt. load capacity, £12 10 0 extra

**CHASSIS**      **£73. 0. 0**

(Complete as illustrated)

With Screen, Lighting, Wiper and Mirror

Without Screen, Lighting, Wiper and Mirror, for Works use only **£68. 0. 0**

Spare Wheel, £3 5 0 extra

**THE RALEIGH CYCLE CO. LTD**

**NOTTINGHAM, ENGLAND**

**Barnstormers.co.nz**