

1931



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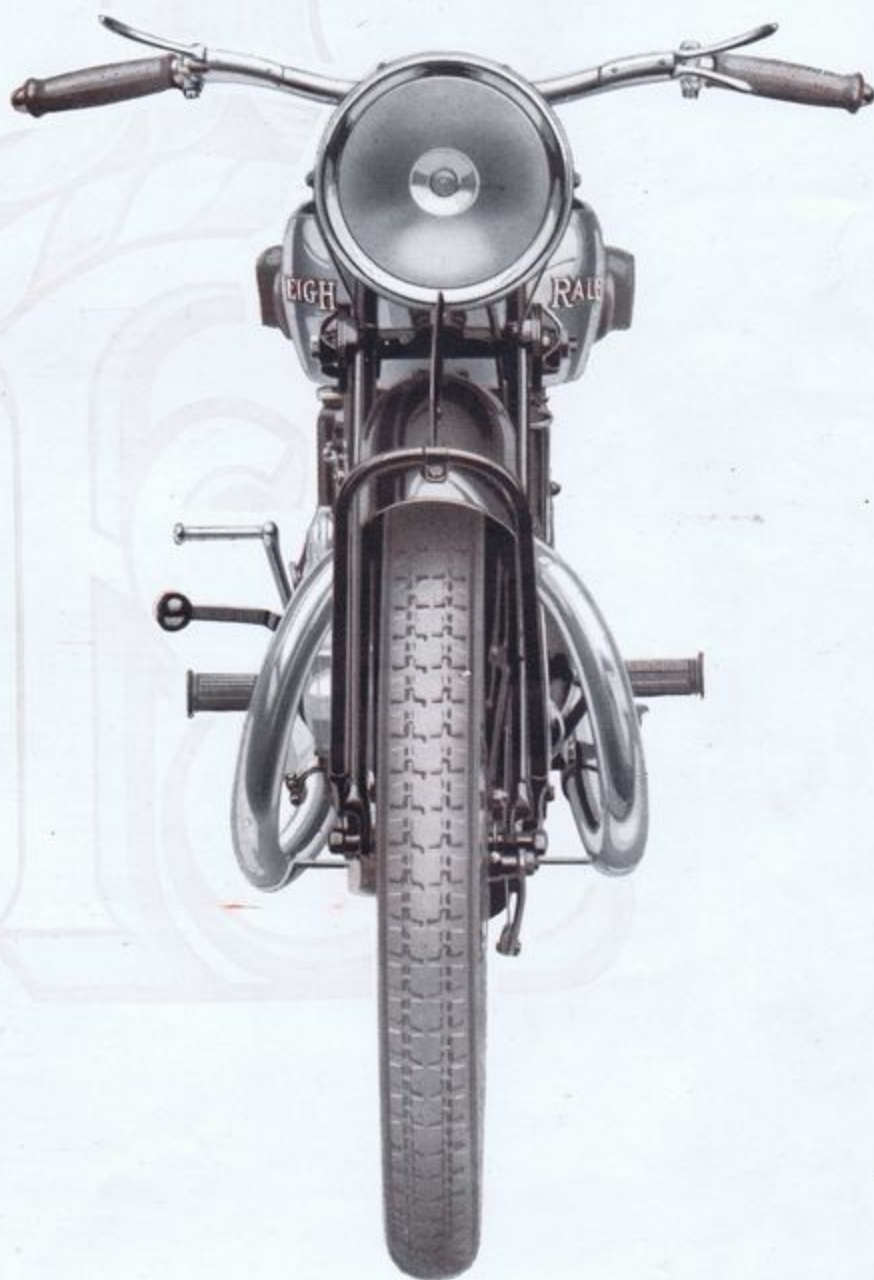
RALEIGH

MOTOR CYCLES

BARNSTORMERS.CO.NZ

the new

RALEIGH



clean in front

BARNSIDE MOTO SERVICES NZ



RALEIGH



THE RALEIGH Overhead Valve Two-Port Engine is fitted to the MH-31, MT-31 and the new Sports Raleigh MG-31, as illustration on left. It is unquestionably a fine example of touring engine, being fitted with enclosed rocker gear and push rods.

The dry sump patented lubrication system is a special feature. Oil is forced through the ducts leading direct to the big end bearing, thence by means of the splash system the cylinder walls are freely lubricated.

Special provision is also made for lubricating the inlet valve guide.

Surplus oil drains into the sump through a large filter, and is pumped back to the oil tank.

A breather is fitted to lubricate the primary drive chain.

This system of lubrication is common to all Raleigh Engines, both overhead and side valves.

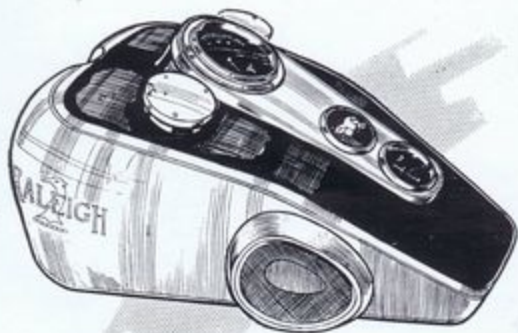




RALEIGH

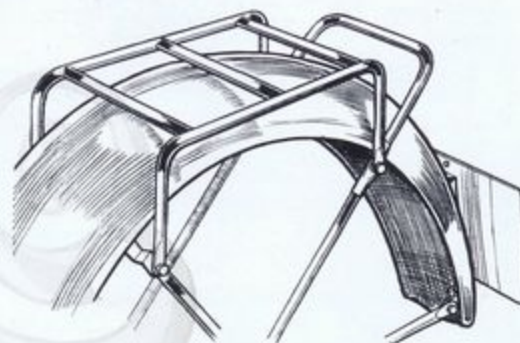


The illustration above clearly shows the top panel of the dual tanks fitted on the MH-31, MA-31 and MT-31 Models. Provision is made for speedometer, and, if desired, an 8-day clock.



From "The Motor Cycle"

The tank and instrument board sunk into the tank, shown in the illustration above is fitted to the MG-31 Sports Model. The instruments are illuminated by a concealed light with separate switch



From "The Motor Cycle"

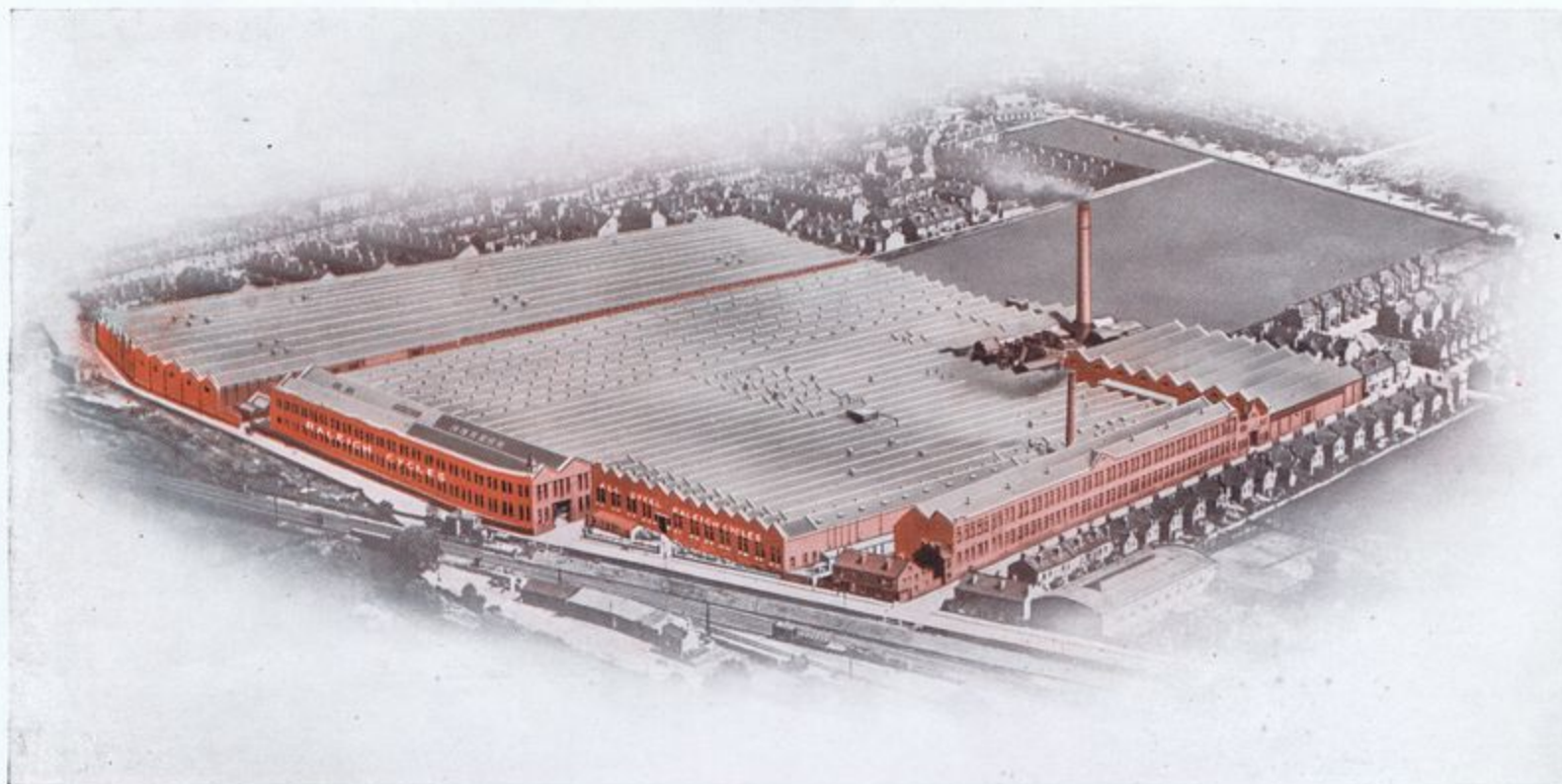
The simple detachable carrier and lifting handle illustrated above are features on all Raleigh motor cycles for 1931. The carrier is part of the equipment, and supplied without extra charge.

BARNSTORMERS.CO.NZ





RALEIGH



An Aerial View of the extensive
RALEIGH WORKS, NOTTINGHAM

There are over 1,800 authorized dealers for the Raleigh Motor Cycle in Great Britain and Ireland, any one of whom will arrange a trial demonstration run free. The address of nearest dealer will be given on application to

THE RALEIGH CYCLE CO., LTD., NOTTINGHAM, ENGLAND

Telegrams : " RALEIGH, PHONE, NOTTINGHAM."

Telephone 75154 NOTTINGHAM

Codes used : A.B.C., 5th & 6th Editions, Liebers, Bentley's and Western Union

The Raleigh Service System is thorough and efficient. Make use of it

SERVICE DEPOTS:

LONDON . . . 33 Farringdon Road, E.C.1
MANCHESTER 27-37 Atkinson Street

NEWCASTLE-ON-TYNE St. Mary's Place
PEYMOUTH 171 Union Street



BARNSTORMERS.CO.NZ

Model MO.-31

2.98 h.p.

PRICE

£49-15-10
£38 : 0 : 0

or £9-10-0 deposit and
12 monthly payments

Fitted with Lucas 4-volt
Electric Lighting Set with
separate dynamo. The
Magdyno cannot be fitted.

For extra charge, see page 14

RALEIGH

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. Operation of oil system may be verified by removing oil filler cap. 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.

Controls.—Left-hand : Valve Lifter, Clutch and Magneto
Right-hand : Carburettor, Front Brake and Gear Change Lever. Left toe pedal : Rear Brake.

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, fitted with rubber grips.

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.

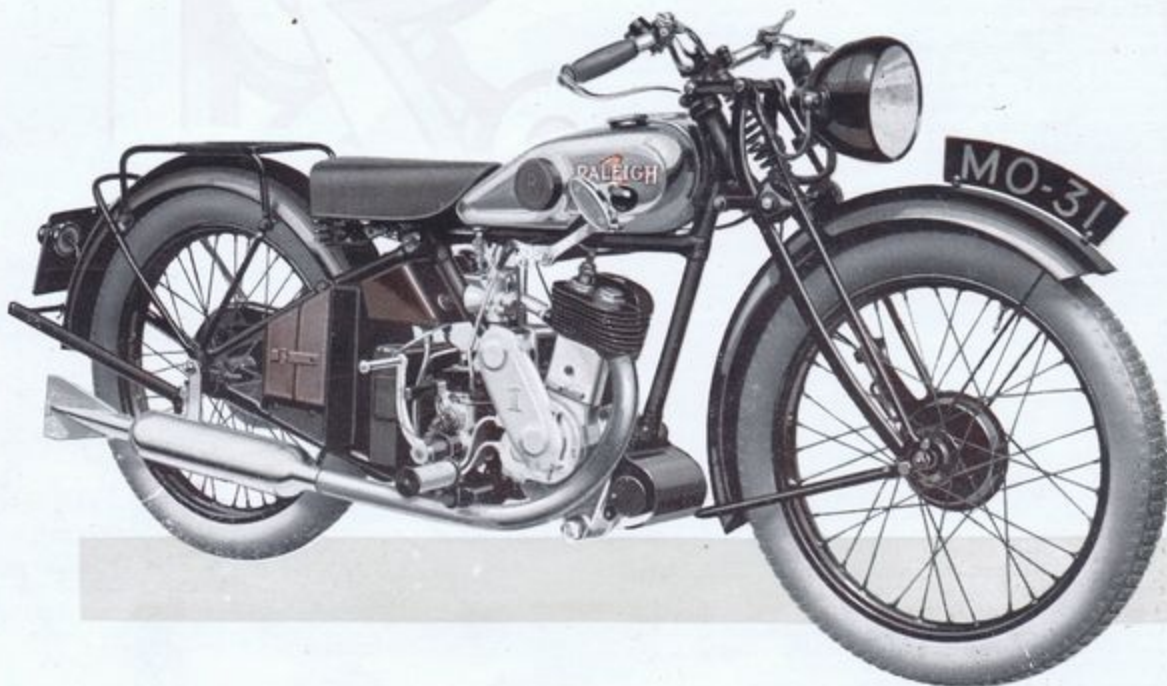
Brakes.—Internal expanding type fitted to front and rear wheels.

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 tools and grease gun.



Tyres.—Dunlop Cord 25 x 3.00 w.o. type.

Mudguards.—Extra deep, wide section guards, front and rear.

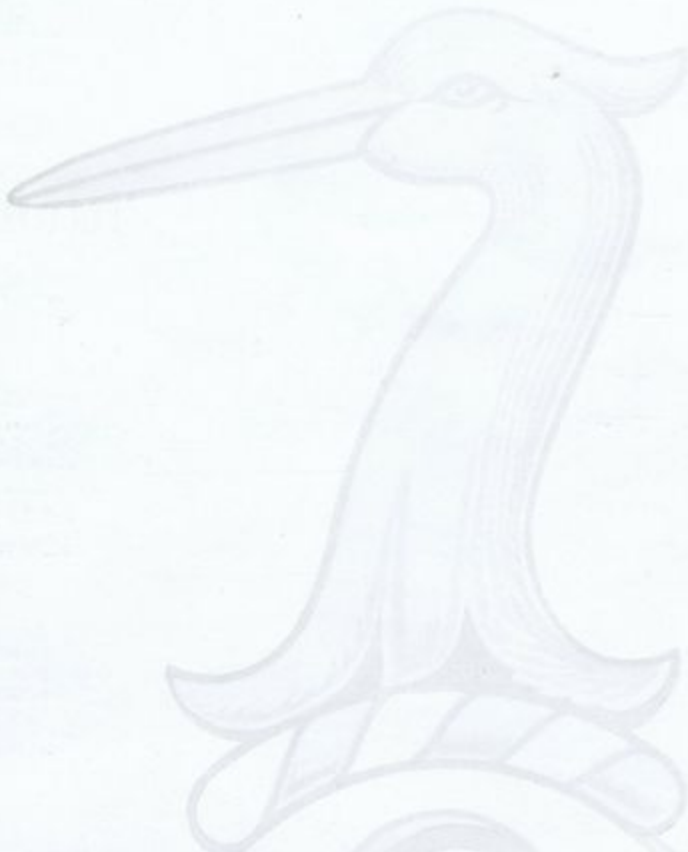
Licence Holder.—Mounted on front fork.

Finish.—Black enamel on coslet. Tanks chromium plated, black cellulose top with gold line.

Dimensions.—Overall length 62 in. Width 30 in. Ground clearance 5 in.

Weight.—238 lbs., less tools.

BARNSTORMERS.CO.NZ



Model MT.-31

3.48 h.p.

Two-Port Sports

PRICE

£46 : 0 : 0

or £11-10-0 deposit and 12 monthly payments

Fitted with Lucas 6-volt Equipment, using 1931 type Magdyno. The dynamo of this instrument may be removed without affecting the functioning of the magneto.

For extra charge, see page 14

RALEIGH

SPECIFICATION

Engine.—3.48 h.p., bore 71 mm., stroke 88 mm., 348 c.c. capacity. Roller bearing big end. 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. Operation of oil system may be verified by removing oil filler cap. Frame parts by grease gun.

Ignition.—Magneto in protected position behind cylinder.

Gearbox.—Sturmey-Archer three-speed. Handlebar controlled clutch. Kick starter. Gear ratios: 5.7, 7.6 and 13.7.

Transmission.—Front chain completely protected by chain case and lubricated by crankcase release. Rear chain protected by chain cover.

Controls.—Left-hand: Valve Lifter, Clutch and Magneto. Right-hand: Carburetter (twist grip to throttle), Front Brake and Gear Change Lever. Left toe pedal: Rear Brake.

Frame.—New pattern giving excellent weight distribution and great strength. Engine inclined forward.

Front Forks.—Improved design using 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 an improved concealed type, giving a very clean appearance.

Tank.—Petrol capacity is provided by twin tanks which conceal the top and tank tubes. 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 saddle, giving riding position of 26in. (with rider seated).

Footrests.—Adjustable, giving three positions.

Brakes.—Large, redesigned type. Internal expanding, fitted to front and rear wheels.

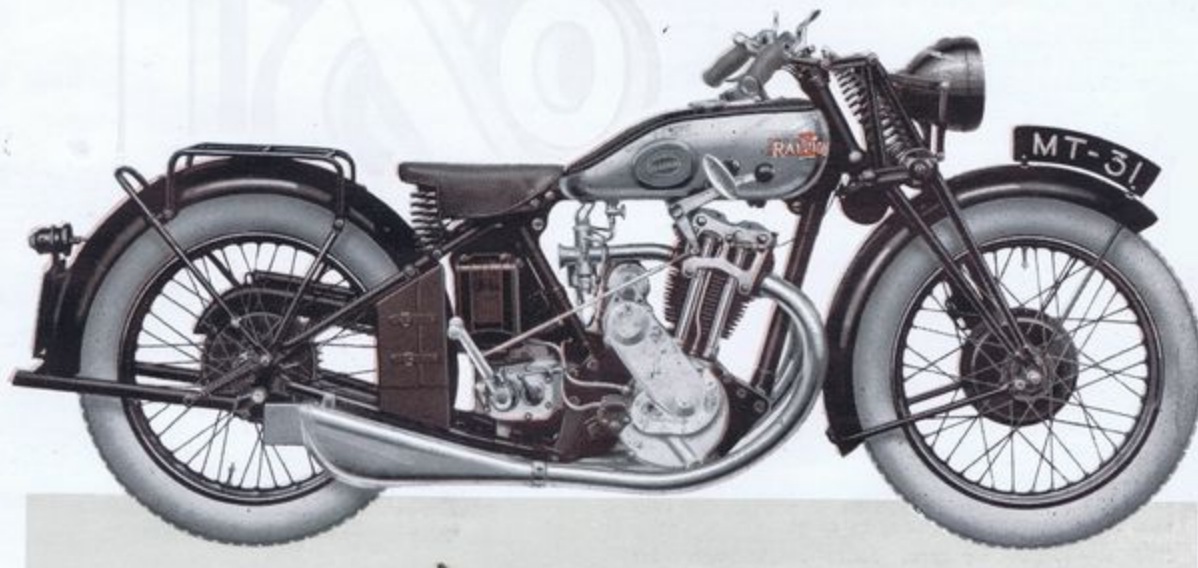
Hubs.—Fitted with taper roller bearings.

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.
Licence Holder.—Mounted on front fork (legal for solo use only).
Finish.—Black enamel on coslet. Tank chromium plated, having a black cellulose top with gold line. Handlebar and usual parts chromium plated.
Dimensions.—Overall length 86½in. Overall width 32in. Ground clearance 4½in.
Speedometer.—Provision is made for fitting Smith's Speedometer with gearbox drive. D.M. is mounted on tank coverplate immediately behind handlebar. Extra Non-trip £2.0.0.
Clock.—Special eight-day clock also mounted on tank coverplate.
Extra £2.0.0.

BARNES & MITCHELLS CO. NZ

Model MA.-31

4.96 h.p.

PRICE

£45 : 0 : 0

or £11-5-0 deposit and
12 monthly payments

Fitted with Lucas 6-volt
Electric Lighting Set with
separate dynamo. The
Magdyno cannot be fitted.

For extra charge, see page 14

RALEIGH

SPECIFICATION

Engine.—4.96 h.p., bore 79 mm., stroke 101 mm., 496 c.c. capacity. Car type detachable cylinder head. Internal flywheel, double row roller bearing big end. Aluminium piston, fitted with fully floating gudgeon pin. Crankshaft mounted on ball and roller bearings. Interchangeable valves.

Lubrication.—Dry sump, entirely automatic. Oil feed taken direct to big end. Special provision made for lubricating timing gear. Operation of oil system may be verified by removing oil filler cap. 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 & 13.8

Transmission.—Front chain completely protected by chain case, and lubricated by crankcase release. Rear chain protected by chain cover.

Controls.—Left-hand: Valve Lifter, Clutch and Magneto. Right-hand: Carburetter (twist grip to throttle), Front Brake and Gear Change Lever. Left toe pedal: Rear Brake.

Frame.—New pattern giving excellent weight distribution and great strength. Engine inclined forward.

Front Forks.—Improved design using 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 controls of an improved concealed type, giving a very clean appearance.

Tank.—Petrol capacity is provided by twin tanks which conceal the top and tank tubes. 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 redesigned internal expanding brakes fitted to front and rear wheels.

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 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 a black cellulose top with gold line. Handlebar and usual parts chromium plated.

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. Extra—Non-tip: £2 0 0

Clock.—Special light-day clock also mounted on tank coverplate. Extra—£2 0 0

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Model MG.-31 Sports Raleigh

3.48 h.p.

PRICE

£47:10:0

or £11-17-6 deposit and
12 monthly payments



The illustration above shows the arrangement of the Instrument Panel on the Sports Model MG.-31. The Speedometer and Ammeter are lighted for night riding.

RALEIGH

SPECIFICATION

Engine.—3.48 h.p., bore 71 mm., stroke 88mm., 348 c.c. capacity. Roller bearing big end. 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. Operation of oil system may be verified by removing oil filler cap. 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.

Transmission.—Front chain totally enclosed and lubricated by crankcase release. Rear chain protected by chain cover.

Controls.—Left-hand: Valve Lifter, Clutch and Magneto, Right-hand: Carburettor (twist grip to throttle), Front Brake. Left toe pedal: Rear Brake.

Frame.—Cradle type, exceedingly strong construction giving excellent weight distribution. Engine inclined forward.

Front Forks.—Improved design using 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 an improved concealed type giving a very clean appearance.



SPECIFICATION—Continued

Tank.—New pattern, one-piece tank of approximately 2½ gallons capacity. Instrument panel recessed into the top of the tank. Oil is carried in a separate tank which holds 3 pints.

Saddle.—Flexible top saddle, giving riding position of 24½in. (with rider seated).

Footrests.—Adjustable.

Brakes.—Large internal expanding type fitted to front and rear wheels.

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.

Toolbags.—Fitted to seat tube, complete with kit of tools and grease gun.

Tyres.—Dunlop Cord, 26 x 3.00 w.o. type.

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 a black cellulose top with gold line. Handlebar and usual parts chromium plated.

Dimensions.—Overall length 84in. Overall width 31in. Ground clearance 4in.

Weight.—Approximately 250 lbs.

Speedometer and Fittings.—Provision is made for fitting speedometer (gearbox driven), switch and ammeter in a panel recessed into tank. The instruments are illuminated for night riding.

RALEIGH



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Fitted with Lucas 6-volt Equipment, using 1931 type Magdyno. The dynamo of this instrument may be removed without affecting the functioning of the magneto.

For extra charge, see page 14

Model MH.-31

4.96 h.p.

Two-Port Sports

PRICE

£48 : 0 : 0

or £12-0-0 deposit and
12 monthly payments

Fitted with Lucas 6-volt
Equipment, using 1931 type
Magdyno. The dynamo of
this instrument may be
removed without affecting
the functioning of the
magneto.

For extra charge, see page 14

RALEIGH

SPECIFICATION

Engine.—4.96 h.p. Two-Port O.H.V. of improved design. 79 mm. bore, 101 mm. stroke, 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 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 lubrication of timing gear. Operation of oil system may be verified by removing oil filler cap. 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 & 11.8

Transmission.—Front chain completely protected by chain case and lubricated by crankcase release. Rear chain protected by chain cover.

Controls.—Left-hand: Valve Lifter, Clutch and Magneto. Right-hand: Carburettor (twist grip to throttle), Front Brake and Gear Change Lever. Left toe pedal; Rear Brake.

Frame.—New pattern, giving excellent weight distribution and great strength. Engine inclined forward.

Front Forks.—Improved design using 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 an improved concealed type giving a very clean appearance.

Tank.—Petrol capacity is provided by twin tanks which conceal the top and tank tubes. 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 redesigned type, internal expanding, fitted to front and rear wheels.

Hubs.—Fitted with taper roller bearings.

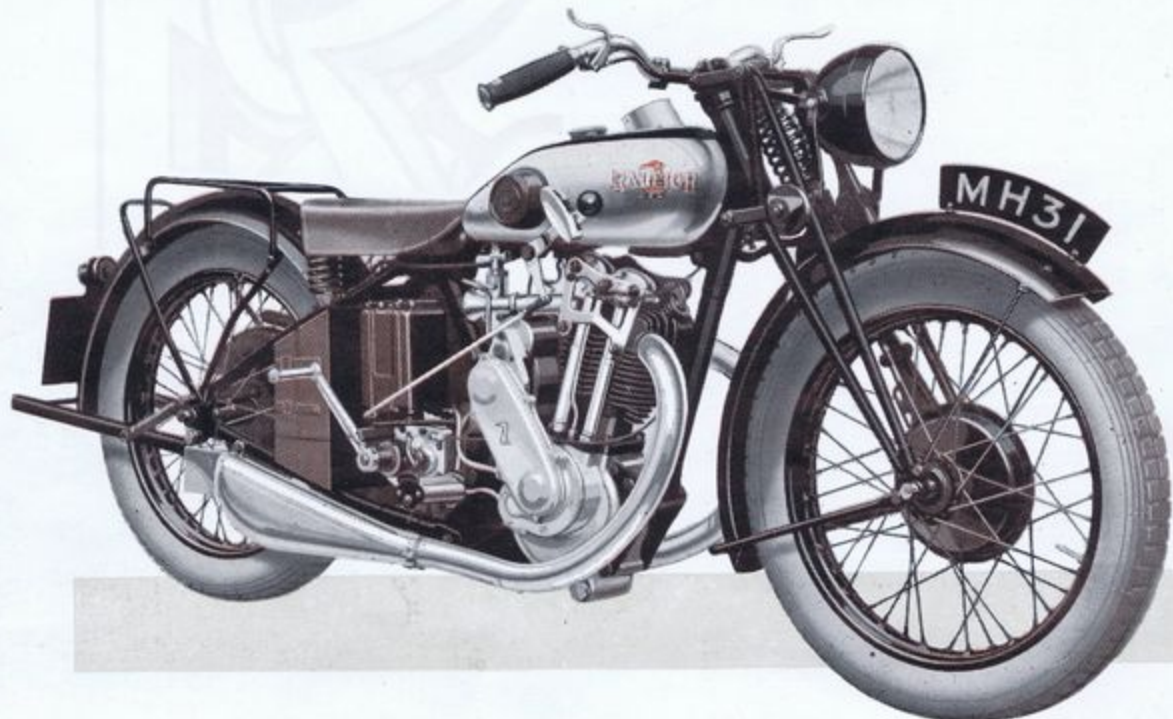
Silencer.—Bright chromium plated exhaust pipes to expansion chambers at rear.

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 5½ in wide. Rear: 5½ in. wide.

Licence Holder.—Mounted on front fork (legal for solo use only).

Finish.—Black enamel on coslet. Tank chromium plated, having a black cellulose top with gold line. Handlebar and usual parts chromium plated.

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. Extra—Non-trip: £2 0 0.

Clock.—Special eight-day clock also mounted on tank coverplate.

Extra—£1 10 0. Dipped Beam Switches are standard

BARNSTORMERS.CO.NZ



Model MH.-31

4.96 O.H.V.

Super-Sports
Combination

PRICE

£68 : 10 : 0

or £17-2-6 deposit and
12 monthly payments

RALEIGH

Raleigh 4.96 h.p.
Model MH-31, as
standard specification,
but with gear ratios of
5.8, 7.8 and 14. Alu-
minium "Super-Sports"
body upholstered in
red and fitted with
locker at rear. Com-
plete with screen and
apron. Lighting set extra



BARNSTORMERS.CO.NZ

Model MH.-31

4.96 h.p.

Combination

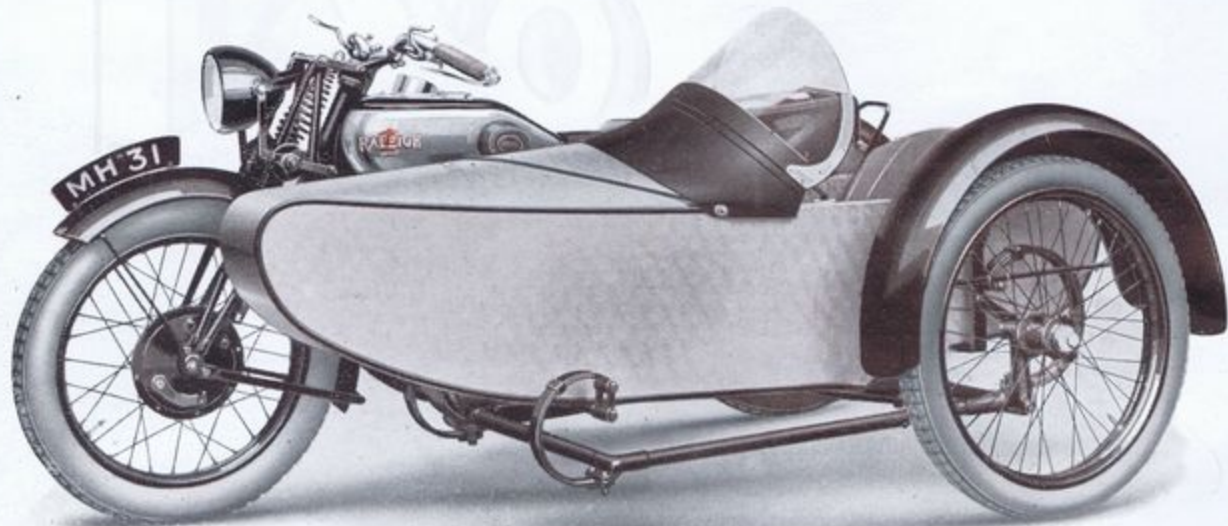
PRICE

£64 : 10 : 0

or £16-2-6 deposit and
12 monthly payments

RALEIGH

Raleigh 4.96 h.p.
Model MH-31 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. Com-
plete with screen and
apron. Lighting set extra



BARNSTORMERS.CO.NZ

Model MA.-31

4.96 S.V.

Touring Combination

PRICE

£61 : 10 : 0

or £15-7-6 deposit and
12 monthly payments

RALEIGH

Raleigh 4.96 h.p.
Model MA-31 as
standard specification,
but with gear ratios
of 5.8, 8.5 and 15.6
Touring Sidecar com-
plete with windscreen
and coverall apron.
Body coslet finish in
black, upholstered in
red and fitted with
locker at rear. Lighting
set extra.



BARNSTORMERS.CO.NZ



RALEIGH



Equipment Prices

TYRES

	Extra		
	£	s.	d.
25 x 3.00 Dunlop Heavy to MO-31	5	0	
25 x 3.00 Fort Dunlop to MO-31	13	0	
26 x 3.25 Fort Dunlop to MA, MG, MH and MT31	8	0	
26 x 3.50 Dunlop to MA, MG, MH and MT 31	3	0	
26 x 3.50 Fort Dunlop to MA, MG, MH & MT31	11	0	

MISCELLANEOUS

Legshields to all models except MT-31, MG-31 and MH-31	1	5	0
Footboards to all models	10	0	

LUCAS ELECTRIC LIGHTING SETS

A Set 4-volt, separate Dynamo to MO-31 only	4	15	0
B Set, 4-volt, separate Dynamo to MO-31 only No. 63 bulb horn	5	3	6
C Set 4-volt, separate Dynamo to MO-31 only, No. B410 electric horn	5	6	6
D Set 6-volt, separate Dynamo to MA-31 only	5	10	0
E Set 6-volt, separate Dynamo to MA-31 only, No. 60 bulb horn	6	3	6
F Set 6-volt, separate Dynamo to MA-31 only, No. M12 electric horn	6	5	0
G Set 6-volt, Magdyno to MH-31 and MT-31	5	10	0
H Set 6-volt Magdyno to MH-31 and MT-31, No. 60 bulb horn	6	3	6
I Set 6-volt Magdyno to MH-31 and MT-31, No. M12 electric horn	6	5	0
Combination Sets extra	10	0	

ACETYLENE HEAD LAMP SETS COMPLETE

	Extra		
	£	s.	d.
Lucas No. 462	2	10	0
Lucas No. 420S	1	12	6
Lucas No. 320S	1	2	6
P. & H. No. 120	1	1	6
P. & H. No. 125	1	9	0
P. & H. No. 130	1	12	6

SIDECAR LAMP SETS

Lucas No. 350	16	6	
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REAR LAMP SETS

Lucas No. 344	13	0	
Rear Lamp only	3	6	
P. & H. No. 135	2	9	

HORNS

Lucas electric horn (if supplied with Lucas lighting set)	15	0	
Lucas electric horn (otherwise than with Lucas set)	17	6	
Lucas bulb horn No. 60	13	6	
Lucas bulb horn No. 63	8	6	
P. & H. bulb horn No. 201	7	6	
P. & H. bulb horn No. 212 (sports)	8	6	

SPEEDOMETERS

Smith's non-trip (A.196) to Model MO-31	2	0	0
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The above prices are for equipment fitted to new machines at works.

LUBRICATION

The following oils are used by us and are recommended after careful tests as being particularly suitable for engine lubrication :—

FOR ENGINE LUBRICATION.

O.H.V. Models	MOBILOIL AERO " D "	} In Summer
S.V. Models	MOBILOIL " B "	
All Models	MOBILOIL " TT "	In Winter

For gearbox lubrication we use and specially recommend GARGOYLE MOBILGREASE

MOBILGREASE is obtainable in 1-lb. collapsible tubes the use of which facilitates application, and is also eminently suitable for the lubrication of O.H.V. rocker gear, fork bearings, hubs, etc.

BARNSTORMERS.CO.NZ





RALEIGH



Racing and Competition Records

The Raleigh records given below are selected from 1930 events only.

JUNIOR T.T.

Fifth place (3.48 c.c. O.H.V.)

AUSTRIAN GRAND PRIX

First place (4.96 c.c. O.H.V.)
and Record Lap for the Course

FINLAND T.T.

First place (3.50 c.c. class)
and Winner of SHELL CUP

THE "BEMROSE" TROPHY TRIAL

18th January, 1930
Three Premier Awards.
Team Award.

THE "COTSWOLD" CUP TRIAL

1st March, 1930.
Premier Award for best Side-car performance.

THE "TRAVERS" TROPHY TRIAL

26th April, 1930.
One Premier Award.
One Gold Medal.

THE HIGHLAND TWO DAYS' TRIAL

12th & 14th September, 1930.
Hutchinson Trophy for best performance.
"John Bull" Trophy for best 500 c.c.
performance.
Gold Medal.

THE "WEST OF ENGLAND" TRIAL

27th September, 1930.
Two Premier Awards.
Two Gold Medals.

THE VICTORY CUP TRIAL

15th February, 1930.
Two Gold Medals.

THE LEEDS £200 TRIAL—

22nd March, 1930.
Premier Award for best Side-car performance.
Four 1st class Awards.

THE SCOTTISH SIX DAYS' TRIAL

2nd-5th May, 1930.
Two Gold Medals.
One Silver Medal.

THE COLMORE CUP TRIAL

1st February, 1930.
One Gold Medal
One Silver Medal.

THE RELIANCE TRIAL

18th October, 1930.
'Mogridge' Memorial Trophy.
One Gold Medal.
One Silver Medal.

THE ALAN TROPHY TRIAL

5th April, 1930
Gold Medal.





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.

TERMS OF BUSINESS

Ordering, etc. All communications, orders and remittances should be directed or made payable to the Raleigh Cycle Co., Ltd. (Bankers—Lloyds Bank, Ltd., Nottingham) and not to individuals. Customers are earnestly requested to adhere to standard patterns, as any deviation may cause delay.

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 Agent 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 Agent.

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.

Conditions 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 Agents areas in which we supply to such Agents exclusively for re-sale in such areas. No such Agent 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

BARNSTORMERS.CO.NZ

