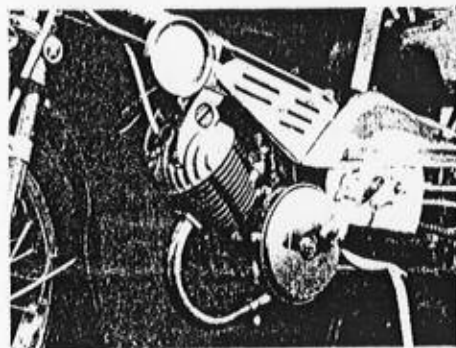
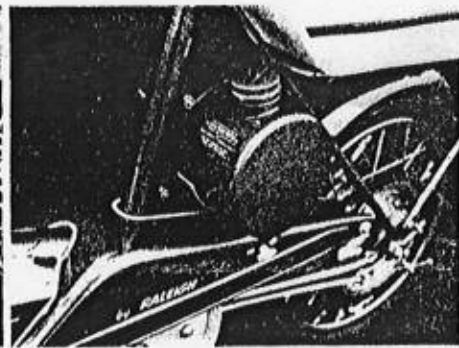


Practical Scooter tests the latest on the moped market the . . .

RALEIGH WISP



Engine is the well tried Mobylette engine with automatic transmission. Chromed engine guards keep clothes off the hot engine and away from any oil.



Fuel tank holds half a gallon of 20 to 1 two-stroke mix. A reserve tap is fitted but because of the low tank position engine tends to starve when fuel is low.

● It is light, bright and British. Designed mainly for commuting and about town work, with a special thought for the ladies, the Raleigh Wisp becomes Britain's newest challenge to overseas competitors.

Tucked neatly below the strong frame tube, the well tried 50 cc two-stroke engine has its cylinder bore chrome plated for long life and reliability. Although it seems more powerful than previous mopeds from Raleigh, no improvements to the engine have in fact been made.

Good acceleration is no doubt due to the lightness of the cycle parts. Automatic clutch is smooth and effective. You can come to a dead halt from top speed and the engine will

carry on humming without missing a beat. Engine can also be disengaged by a small catch for pushbike type riding.

No frame springing is fitted front or rear, though the 2 inch tyres on the 12 inch rims, coupled with a well sprung saddle proved very comfortable. The high handlebars and the adjustable saddle also added to greater comfort.

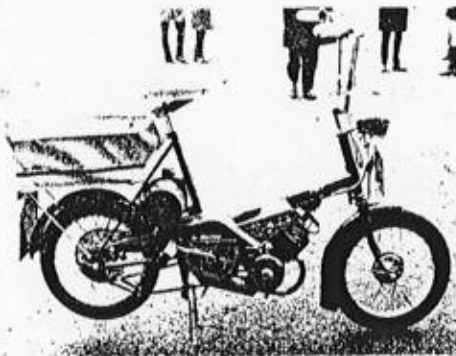
Controls are well grouped, and again because of the Wisp's lightness, the two hand operated brakes were enough to stop you in 18 feet from the top speed of around 25 mph. Big rear carrier is easily freed for shopping. Other accessories include an electric horn and lights. These are

powered from the six volt flywheel/mag generator. Lights and horn though we found a bit weak.

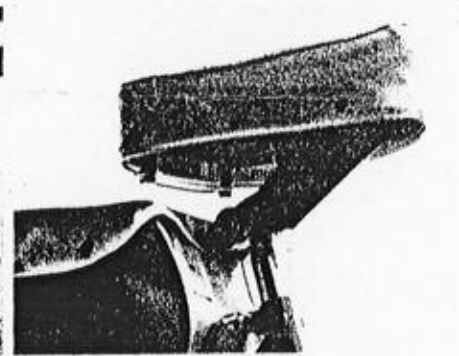
To start from cold we found a little choke was enough, and for stopping, the right hand twistgrip can be turned to release compression.

Plastic edged, chromed engine guards, with nylon fixing washers, kept clothes clean when pedalling or motoring. A deep front mudguard also kept off the worst of water from the roads. The half gallon fuel tank is fitted with reserve.

For the low price of 57 guineas, the clever design plus 160 mpg economy, we give it full marks. Finish and handling are also good, so it cannot fail to be a winner.



General view of the bike is very pleasing. The high handlebars make for easier handling. Large rear carrier is fitted which is easily removed for shopping.



Rear saddle is wide and comfortable with good springing. Height is easily adjusted by turning the quick release lever which clamps saddle stem in place.

IceniCAM Information Service

