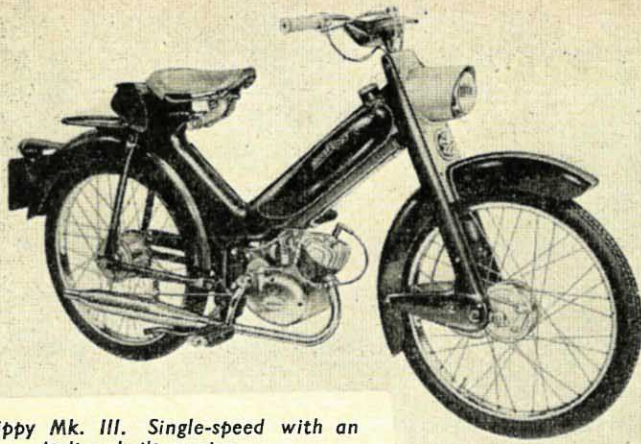


1960 NORMAN MOPEDS



Nippy Mk. III. Single-speed with an Italian built engine



Nippy Mk. IV with Villiers 2-speed engine



The Super Lido with its Sachs engine under shields

THE 1960 mo-ped programme for Norman Cycles, Ltd. consists of a range of three attractive looking machines, all very much with a family likeness but with a truly international selection of engines.

For the first time there is a single speeder in the range. Known as the Mark III model, it has in common with the other two a welded steel frame with integral fuel tank, bottom link front forks, built-in headlamp nacelle and modern shrouded handlebars. Both mudguards are deeply valanced, the rear one forming part of the main frame member. The rear forks are rigid and of bolted up tubular construction.

The engine of this model is a single speed unit with its primary gear drive and hand operated clutch fully enclosed in the crankcase assembly. It is of Italian manufacture but specially made for Norman Cycles, Ltd. and bears their name.

Successor to the popular *Nippy* Mark II is the Mark IV with the same layout as the previous model except for the incorporation of rear springing by swinging arm and telescopic spring units and the British *Villiers* 2-speed engine-gear unit.

Top of the range is the *Super Lido*, also with full springing but now appearing again with the *Sachs* engine and retaining the full enclosure of power unit and transmission in long, removable panels. The finish on this model is of a very high order and it comes into the luxury class of mo-ped despite its comparatively modest price of 73 guineas.

The price of the Mark III is 54 guineas and the Mark IV 62 guineas. They should be available almost immediately and we shall be writing up a test of the new single speeder in our next issue.

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