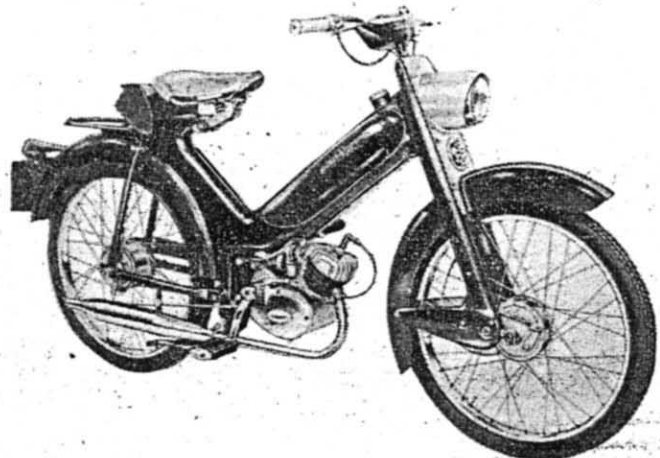


MOPED MATTERS

A Topical Review



TWO NEW NIPPYS

DETAILS of changes in the Norman range of mopeds have been released since our review of 1960 mopeds in the November 11 issue. The popular 1959 model, the Nippy Mark II, will be superseded by the Mark IV (above). This has a new layout as far as frame and rear suspension (swinging arm) are concerned and has a new type of carrier incorporating a toolbox with a lock. Finished in one colour, Burgundy, this model will retain the Villiers two-speed engine. Price: 62 gns.

For the first time the range will include a single speed moped. This has a rigid rear end and similar front suspension to the Nippy (leading link). The engine is made for Normans in Italy and the Mark III, as it is called, costs 54 gns. (photo above, right).

As mentioned in our review the top model will be the Super Lido equipped with Sachs instead of Villiers engine, and costing 73 gns.

QUICK-RELEASE L-PLATE

I am told there would be at least one grateful customer for a quickly detachable L-plate. A family I know possess a moped, and whereas the husband owns a comprehensive type of licence, his wife does not. With a car for transport too (for which the wife does possess a licence) there is little impetus for the wife to take her Group G driving test, but nevertheless she does like to use the moped for shopping.

Like all licence holders the husband hates riding with L-plates and his hatred runs to the extent that he laboriously unties the two L-plates before he deigns to sit on the saddle. Whether or not he puts them back again is a question I did not ask.

Surely there must be a universal type of fitting which can be used quickly and easily so that putting on and taking off the plate is only a matter of a few seconds. If such there be, this column would be delighted to publish details.

JAPANESE OUTPUT

Whenever any particular industry is booming, Japanese manufacturers are usually aware of the trend. A total of 171,200 mopeds were manufactured in Japan between January and the end of August this year. A recent show in the country saw many new models. These included the "Suzumoped" with pressed-steel frame, two-stroke 50 c.c. engine, four speed gearbox and electric starter. The electric starter craze has caught on apparently for other models possessing this device include the Yamaguchi Autopet De Luxe, the Sunlight De Luxe and the Echo De Luxe. Monthly production of mopeds in Japan is reported to have reached 30,000 units. Honda, whose racing motorcycles have made quite an impact on the Western world, are aiming at 50,000 units a month.

MOPED CLUBS

The subject of moped clubs has appeared before in these columns and is to be dealt with again in the predictable future. In the meantime here are details from a letter from J. King, 36 Burnham Road, Dagenham, Essex.

He writes to say that he and a few 50 c.c. enthusiasts want to start a London Area Club

mainly for 50 c.c. racing machines but anyone would be welcome with small machines. Social enjoyment and practical advantages are to be gained from such an organization and anybody interested should write to Mr. King at the address given in the previous column.

PRIVATE STORE

Because the average moped usually has a m.p.g. figure of over 150, it is possible to forget the fuel tank until a coughing spluttering engine tells you that there is a bout of pedalling ahead. A good plan is to retain a private store of petrol mixture for use between visits to the filling station. In this way the late night or early morning journey begun with only a teaspoonful of fuel is avoided.

With this in mind the Metal Box Company Ltd. of 37 Baker Street, London, W.1 have manufactured a petrol can suitable for the moped owner or anybody else who owns some other form of two-stroke engine. It is a nine pint Worcester Ware container which will hold a gallon of petrol and up to a pint of oil.

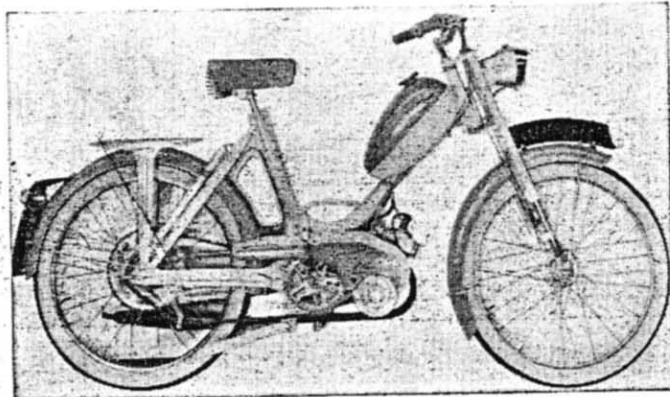
Distinctive features include sturdiness, a smooth-pouring vent, a thoroughly vapour-tight screw cap with lugs for easy turning and a strap handle. It retails at 9s. 6d.

RAPID R.A.P.s

Three R.A.P. mopeds are being imported by R.A.P. Motor Co., Stoke Heath, Bromsgrove, Worcs., each powered by a 49 c.c. two-stroke Rex engine with three speed gear unit. The Matador, £93, has an open frame and the Imperial and the Rocky (both £96) have motorcycle type fuel tanks and dual seats. All three have Earles-type forks and pivoting fork rear suspension and the Rocky is made to 50 c.c. sports motorcycle specification except for the fitting of pedals.

TOUR DE FRANCE

Following the present-day trends, a Puch ridden by the veteran French racing motorcyclist, Georges Monneret, completed the 2,932 miles of the Tour de France Automobile—the classic French long-distance car trial. Apparently the run was trouble-free though tiring. At times Monneret was so fast on his Puch that the three cars accompanying him had difficulty in keeping up. The distance was covered in six days and there was a running time average of 34 m.p.h.



BIG BROTHER TERROT

We recently road-tested the Terrot Terromatic ("Cycling and Mopeds" November 18). Here is its "elder brother" the De Luxe. Costing £59.14s. the De Luxe has two internally expanding hub brakes, telescopic forks and a larger tank. Like the Terromatic it also sports an automatic clutch.

IceniCAM Information Service



www.icenicam.org.uk