



## SPECIFICATION

**Engine:** Raleigh RM4, bore 39mm., stroke 41.75mm. = 49.9cc.; compression ratio 6.5 to 1. Output; 1.39 b.h.p. at 4,500 r.p.m.

**Transmission:** Automatic clutch, centrifugally operated; gear ratio 13.8 to 1; primary drive, V-belt; final drive, chain.

**Frame:** Pressed steel.

**Suspension:** Sprung telescopic front forks; rigid rear.

**Tank Capacity:** 1½ gallons with reserve.

**Lighting:** Direct from Novi flywheel generator.

**Wheels and Brakes:** 23in. x 2in. Dunlop tyres; chromium plated rims; 4in. diameter rear brake; 3½in. diameter front brake.

**Equipment:** Twin tool boxes, tool kit, centre stand, luggage carrier, inflator, number plates, electric horn, large mattress saddle.

**Finish:** Charcoal Grey and Ice Blue enamel with bright chromium fittings.

**Manufacturers:** Raleigh Industries Ltd., Motorised Division, Lenton Boulevard, Nottingham.

**Price:** £59 1s. 0d., including purchase tax.

**Extras:** Legshields, £3 9s. 6d.; windscreen, £3 9s. 6d.; panniers, £2 11s. 0d.; speedometer, £1 9s. 6d.

*Centaur Road Tests the*

# NORMAN NIPPY MARK V.

A pleasant and uncomplicated 'automatic' from Nottingham

**T**HE Norman Nippy Mk. V arrived for testing at a very opportune moment. A married couple were staying with me at the time and the existence of some flat waste ground near my flat allowed me to conduct an experiment that had intrigued me for some time.

Both man and woman had never ridden a moped and I was interested to see how long it would take for them to accustom themselves to the very simple controls of the Norman. The man had ridden motorcycles before and hardly required 50 yards before he was completely at home with the automatic clutch. Within a couple of minutes he was manoeuvring the moped in figures-of-eight and dawdling along at perfectly-controlled slow speeds.

His wife was a different proposition. She confessed to not being very happy even on pedal bikes and was rather dubious about what sort of showing she would make on the Norman. She needn't have worried. Trotting beside her I was able to pass on any instructions that were necessary, and soon she was circling round the perimeter of the waste ground, a trifle hesitantly but in a reasonably safe manner. The actual period of instruction including the little pep-talk beforehand took about five minutes and although she was not really ready to ride on the roads, another quarter of an hour would have ensured that she was able to navigate less crowded streets with a good degree of safety.

All this is, I think, a tribute to the good manners of the Nippy, a moped which gave me a number of pleasurable miles riding. For any parent who is contemplating the offspring's next step as far as transport goes, after the pedal bike, the Nippy obviously deserves consideration.

### Quick Starting

A quick starter, the engine rapidly mounted to peak revs smoothly and with a minimum of noise. The lack of noise was sometimes almost an embarrassment and on several occasions I had to resort to the horn when warning pedestrians of my approach. The small wide-bore expansion chamber eliminated about 75 per cent of the angry "bark" associated with small two-stroke engines.

I do not recall vibration being tangible at any speed right up to the maximum of just over 31 m.p.h. As I have emphasised in previous

articles, this factor is very important since a penetrating exhaust note combined with excessive shudder at high revs are fatiguing for the rider.

Controls are pared down to fundamentals. The two large handlebar levers (although too widely flared for a small hand), operate the brakes while the smaller one on the nearside operates a strangler which can be used for cold starting but which was not used in earnest during the test period. At the other end of the bars is the combined throttle twist-grip and the decompressor—the latter being operated by twisting the grip as far back as possible.

The decompressor has rarely meant much to me, apart from providing a method for stopping the engine. However, I find that women who cannot get the moped going fast enough initially, due to the retarding effect of the automatic clutch, are often grateful for the decompressor since it lessens their burden if depressed during the first few revolutions of the pedals.

Two features which especially pleased me on this moped are that both seat and handlebars can be raised or lowered according to the height of the rider. There should be similar adjustment available on all mopeds in view of the different seating positions experienced by, say, a 5ft. 2in. housewife and a 6ft. 2in. male.

The saddle is a rather unusual one since it falls neither into "pan" nor dual-seat categories, and can only be described as an "upholstered 1½-length" seat. Actually I found it very comfortable since it gave a variety of seating positions. As the Nippy is not designed to take a passenger, and a dual seat is not therefore fitted, I think it is a good compromise.

### Excellent Brakes

Braking is excellent and used in concert the two full-width hub brakes brought me to standstill in 10½ft. from 20 m.p.h. The latter speed had of necessity to be an estimate since no speedometer is fitted. The lack of speedometer prevented my overall fuel consumption check but this could be reliably assessed as in the region of 120 m.p.g.-plus.

The headlamp must be one of the smallest fitted to any moped and although by motorcycle standards the Nippy's lighting is poor, compared with the general run of mopeds it is probably just below average.

Suspension consists of sturdy telescopic at the front and a rigid rear-end. No difficulties or discomforts were noticed because of this arrangement and cornering was precise, and handling, light and efficient.

A rear carrier is provided, a necessary feature, as far as I am concerned, yet not fitted to every moped by any means. Tools are contained in "blister" compartments beneath the saddle both secured by finger-nut slotted to take a screwdriver if necessary.

Surprisingly the rain held off during the test and I was not able to check whether the deeply valanced rear mudguard and the more conventional front guard protected the rider from spray, although it seems clear they will do just this.

In all, a pleasant mount which will provide safe and uncomplicated transport for anyone.

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