

ROAD TEST REPORT

The NORMAN "NIPPY"

WITH many years of experience in the cycle and light-weight motor cycle fields already behind them it was almost a foregone conclusion that Norman Cycles, Ltd., would pick a sound and successful design with which to open up the British mo-ped market and so it has proved. The *Nippy*, introduced at the 1955 Show, is now firmly established on the market and popular with riders and may be said to be the typical conventional machine of the day.

Apart from its *Sachs* engine the machine is British built to a design both simple and attractive and already well tested on the continent. The only conspicuous changes from the model we tested last year are the provision of plunger type rear springing and a change of colour scheme, but the machine tested rated rather better than its predecessor for flexibility, silence and front braking so it seems there has been some steady improvement work going on behind the scenes.

The 2-speed engine/gear unit cruises happily at around 25 m.p.h. with a bit more in hand under favourable conditions; low speed pulling is good and the flexibility of the unit enables Top gear to be used from walking pace upwards in traffic without snatch. Low gear provides adequate climbing power, good acceleration and a mean maximum of 14 m.p.h. for lively getaway from traffic stops. Starting is easy and reliable a single push on either pedal with the gears in Neutral being sufficient under all conditions.

Apart from engine performance which is, of course, shared by a number of its competitors, the *Nippy* particularly impresses by reason of its natural and easy

Rear Sprung Model

*A handy and
handsome
mo-ped*

handling. From the first moment of mounting the rider feels at home with the controls, steering and braking and the confidence thus inspired makes the best of the performance available.

This desirable characteristic appears to be due mainly to the rigidity of the frame which is absolutely free from lateral whip at all speeds on any roads, and the balance between the springs fore and aft. The travel is rather short in both cases but the combination of firm springs with the cushioning of the 2-inch tyres provides a good standard of comfort with excellent roadholding. Bends and corners can be taken quite fast in safety and the brakes are smooth and positive on both wheels.

Wide, well valanced mudguards keep all the road dirt off the machine and rider while the *Sachs* engine remained free from oil leak throughout the test. The layout is commendably clean, without crannies or excrescences to gather dirt and catch in clothing, while the new two-tone blue finish is both distinctive and attractive.

The only real point of criticism is that the engine can be felt too much at high revs under load. In this respect it is better than the one

we tested last year and the vibration comes in higher up the speed range than before but the tingling through the handlebars was quite sufficient to tire the hands and wrists if the machine was cruised continuously with the throttle too wide open.

Summing Up

The *Norman Nippy* is not a luxury machine either in specification or price but it does offer good all round standards of comfort and performance, attractive appearance and the positive advantages of ease of handling and mechanical reliability. The rear springing offers that little extra comfort that may make a lot of difference in riding and also enables the machine to take heavier loads over bad roads than its rigid counterpart.

Colour, perhaps, is not a matter of supreme importance but it is worthy of note that the new livery of the *Nippy* attracted much interest and favourable comment. Side by side with foreign competitors in shop windows or on the roads this British contribution to the wide range of mo-peds at present available can be sure of its full share of public interest.



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