

THE NORMAN "NIPPY"

An Economical and Fast Anglo-German Moped



Useful personal transport to the station—or an ever-ready means of dispensing with public transport entirely! The Norman "Nippy", in its spring-frame form, proved to be a thoroughly practical method of "going places," whether 50-mile business trips or simply a run to the local shops. Such features as the extensive shielding and the useful luggage carrier show clearly in these two "action" pictures of a quality, British-built moped at work.

MY cross-country 52-mile rail journey to the Norman factory at Ashford, Kent, occupied 2½ hours and cost 9s. 3d. It also entailed the bother of changing trains three times. That same afternoon, I returned home aboard one of Normans' beautifully finished "Nippy" mopeds. Time? Two hours, door to door. Cost? Precisely 2s. 7d.! There, in a nutshell, you have the whole case for the moped. Convenience, economy, reliability—they are the hallmarks of the breed, and in no machine are they better displayed than in the "Nippy," an Anglo-German model powered by what is perhaps the best-ried of all moped engines, the Sachs two-speeder.

Few machines of this type can offer greater comfort than the "Nippy," especially in its latest spring-frame form. The swinging-link front forks have adequate travel and a nicely judged spring rate. The plunger-type rear end gives a limited movement which suffices to iron out the usual main-road bumps and undulations, but without bringing into the picture that hefty and disconcerting rebound which can often mar ultra-soft rear springing. Taken in combination with the machine's fully adjustable rubber-sprung saddle, the comfort is such that a 50-mile journey such as the one already mentioned can be accomplished without fatigue or undue saddle-soreness.

Average speeds of 26 m.p.h. on a 50 c.c. machine argue a good engine performance, especially on hills, for the Ashford-East Grinstead run has some real "pimples" to be contended with. The premise is justified—"Herr Sachs" will hum merrily along at an indicated level-road speed of between 25 and 30 m.p.h. without protest, and will climb most hills without assistance, even when the rider scales 200 lb. in full riding kit. With a

man one stone lighter, even CYCLING's standard test hill could be surmounted on the engine alone. So far as reliability goes, the "Nippy" was driven flat-out for 30 miles at a stretch without so much as a misfire.

Handling is exceptional. On corners, the machine is rock-steady, and can be heeled over to almost impossible angles without evincing any tendency to break away. At least part of the credit for this must be attributed to the excellent balance struck between the two suspension systems.

Coupled with a fair turn of speed goes reasonable economy. Under conditions of "back to the throttle stop" collar work, the "Nippy's" thirst was confined to a gallon of petrol every 130 miles. Gentler handling would add almost half as many miles again.

Braking was reasonably good, but the front brake proved disappointing. "Soft" linings appear to be fitted, and this anchor was simply not pulling its weight. Had it done so, exceptionally good stops might have been recorded. As it was, results were slightly below par.

One other feature calls for comment—the excellent rear carrier, with its spring-loaded full-width clip. This is a feature which many other manufacturers could well copy, for it enabled a brief-case or spare riding kit to be carried easily and securely, greatly enhancing the model's utility. On one occasion, a complete spare engine was ferried from the factory to London aboard this commodious fitment. . .!

Wherever it was taken, this Kentish model aroused comment by reason of its elegant styling and tasteful duo-tone blue colour scheme. For those who like to follow their Kentish hops with a chaser of lager this naturalized British brew will take a lot of beating. **CENTAUR.**

The "NIPPY" at a GLANCE

Maximum Speed: 32 m.p.h. in 31 sec. from rest.
Economy: 170 m.p.g. at 20 m.p.h.
 120 m.p.g. at 30 m.p.h.
Braking: From 20 m.p.h. From 30 m.p.h.
 Both brakes, 18 feet 37 feet
 Front only, 45 feet 105 feet
 Rear only, 24 feet 50 feet
Load carried during test: 200 lb.
Engine: Sachs two-stroke; 38 mm. bore x 42 mm. stroke = 47 c.c.; c.r. 6 to 1; 1.6 b.h.p. at 4,750 r.p.m.
Gearbox: In unit with engine; two speeds, with handlebar twist-grip change; chain primary and final drives.
Frame: Welded-up from steel pressings; plunger-type rear suspension; leading link front forks sprung by coil springs; integral fuel tank.
Tank: 1½-gal. capacity.
Lights: Built-in head and tail lamps; direct current from Bosch flywheel magneto-generator.
Wheels and Brakes: Both brakes 4½-in. diameter; internal-expanding in full-width hubs; chromium-plated rims and rust-proof spokes; Dunlop 2.00-in. x 23-in. tyres.
Equipment: Electric horn; pump; tool-kit; centre stand; tool box; luggage carrier. Built-in speedometer available at extra cost.
Finish: Four colour schemes optional—duo-tone blue; burgundy; sage green and burgundy; black with gold lining and white-walled tyres; chromium-plated details in each case.
Weight: 91 lb.
Makers: Norman Cycles Ltd., Beaver-road, Ashford, Kent.
Price: £71 19s. 6d. inc. P.T. Speedometer
 £2 9s. 6d. inc. P.T.

GENEROUS PAYMENT TERMS

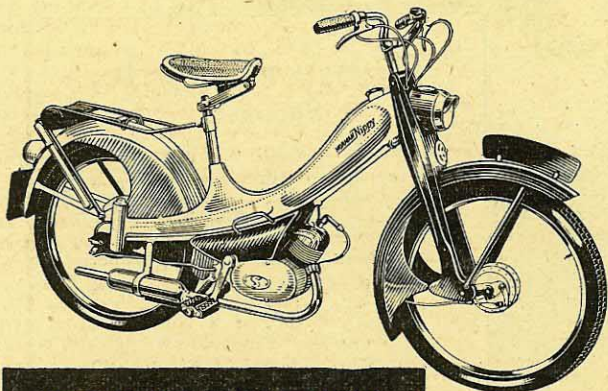
Think of it—for only a moderate deposit and small monthly payments, this wonderful NORMAN Nippy is yours! See your local dealer today—he'll tell you all about it.



200 MILES PER GALLON

The Nippy gets more mileage out of a gallon than you'd ever think possible. And besides this great economy you get unrivalled comfort and style.


Ride the amazing NORMAN Nippy *first*. Discover the superb performance. Features include—quiet 2-stroke engine, 2-speed gear, plunger type rear springing and 15 watt lighting. Add to this a superb 'two tone' or plain colour finish and you'll agree that it is remarkably fine value at £71.19.6 (inc. tax). *Leg shields, windscreen and panniers are optional extras.*



NORMAN

Nippy

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