

NORMAN "NIPPY"

*British Frame and German Engine
Make a First-class Moped*

ALL-ROUND improvements have been made in the Norman "Nippy" since I last tested it, in June, 1957. On that occasion, the machine which I used employed many German components. In the months that have elapsed since then, more and more British equipment has been introduced into the specification, and the result is that—apart from the engine unit, which is the well-tried Sachs two-speeder—the only Continental parts now specified on the "Nippy" are its gearbox and the speedometer.

This is obviously a change for the better, simplifying the spares situation and, without question, adding to the quality of the job. In only one instance did I think that the British equipment fell below the standard set by the Continentals—the gear control grip has a clutch lever which is not as man-sized as I would like.

On every other count, though, the re-equipped "Nippy" is an improvement over last year's job. The rubber-suspended Lycett saddle is one of the best I have ever encountered. The new well-less wheel rims are a delight to look upon, and easy to clean. And, most important, the new British Hub brakes have removed the one cause of complaint which I levelled against last year's model. The front brake on the 1958 "Nippy" is in the top flight, and my

assessment of the braking consequently moves from "average" to "excellent."

Since 1957, too, Normans have discovered more power with more quietness. The previous silencer gave an exhaust note which was definitely "obvious." Now, the Norman has a Villiers silencer which cuts its sound down to a mere whisper and which, together with a few engine improvements, has given a spectacular boost to the road performance.

This was brought home to me quite forcibly when I collected the model. I love the 52-mile cross-country run from Ashford to my home, and did it four times on last year's "Nippy." My best time—under first-class conditions—was two hours, door to door. Imagine my astonishment, then, when the new version calmly knocked 10 minutes off that time, despite the fact that nearly half the trip was done on wet roads! From last year's 25 m.p.h. cruise, the "Nippy's" normal three-quarter-throttle speed has been raised to 30 m.p.h.—enough to improve average speeds by two or three miles an hour! Hill-climbing, of course, remains in the "slightly above average" category.

Earning good marks this year, as last, are the front and rear suspension systems. Though the front swinging links do not provide an over-soft ride, they have move-

The NORMAN at a GLANCE

Maximum speed: 33 m.p.h. in 30 sec. from rest.
Economy: 168 m.p.g. at 20 m.p.h.
116 m.p.g. at 30 m.p.h.

Braking: From 20 m.p.h. From 30 m.p.h.
Both brakes .. 11 feet. 23 feet.
Front only .. 16 feet. 34 feet.
Rear only 20 feet. 44 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 control; gear primary and chain final drive; kick starting.

Frame: Welded-up from steel pressings, with plunger-type rear suspension; integral fuel tank; leading-link front forks.

Tank: 1½-gal. capacity.

Lights: Integral head and tail lamps fed direct from Bosch flywheel magneto-generator.

Wheels and Brakes: Both brakes 4½-in. internal-expanding in full-width hubs; well-less chromium-plated rims; rust-proof spokes; Dunlop 2.00-in. x 23-in. tyres.

Equipment: Electric horn; pump; tool kit; tool box; luggage carrier with spring retainer clip; rubber-top Lycett saddle.

Finish: Flamboyant burgundy enamel, with chromium-plated details. Alternative finishes available include duo-tone blue, and black with white-wall tyres.

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.

A church the Normans didn't build forms a modernistic background to the 1958 Norman "Nippy."

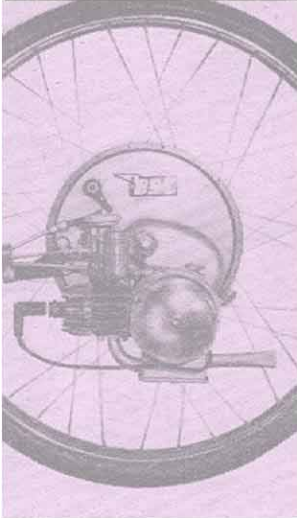
ment which is adequate for all practical road-faring, taking the worst out of normal bumps, and even absorbing all but the final jolt if the "Nippy" is motored smartly across a sunken drain. Equally effective, the plunger-type rear springing combines with that excellent saddle to provide one of the most comfortable rides that I have yet had.

Needless to say, the "Nippy's" handling is beyond reproach. Even when dodging Kentish women drivers on wet roads—a form of torture that is unusually refined!—I was able to spare a moment to note, mentally, that the "Nippy" is a first-rate roadholder, and that it answers to the controls like a thoroughbred to the reins. Wet roads also gave me a grateful appreciation of the comprehensive mud-guarding and shielding with which the model is equipped. It's worth noting, too, that the latest flamboyant burgundy colour finish does not show the effects of bad weather to any extent, and that it is at once cheerful but restrained.

Enhanced comfort, speed and braking. Unimpaired economy, reliability and cleanliness. Undeniable eye-appeal, and unquestionable safety. These are the attributes of the 1958 Norman "Nippy"—a model which I can confidently recommend as one of the best half-dozen mopeds available anywhere in the world today.

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