



NORMAN "NIPPY"

Kent-built Moped Tested with Full Weather Protection

THE British climate being what it is, it is not only in winter-time that the need for weather protection arises. Indeed, it could be argued that some form of in-built shielding is more necessary for summer riding, when the enthusiast does not wish to be bothered with heavy riding kit, yet—equally—cannot always expect dry conditions for his outings. Many progressive manufacturers have realized this, and provide an answer in "tailored" sets of windscreen and legshields for their mopeds.

Having tested a Norman "Nippy" in standard form—and thoroughly enjoyed myself—I decided to try the model again with full "extra" equipment. This comprises a pair of "Frystyle" legshields, finished in matching flamboyant burgundy enamel; a generous Midland windscreen with transparent plastic apron; and a smart Midland pannier set in red, with grey piping.

No sooner had the equipment been fitted than a prolonged dry spell set in! Under these conditions, I normally used no riding kit at all when using the "Nippy," and thanks to the efficiency of the screen I was also able to dispense with goggles. Cold winds did not enforce the use of a heavy coat, and there appeared to be very little up-draught behind the screen and shields.

On the day I had decided to return the machine to the factory—a 50-mile journey—rain returned, and the entire trip was made on wet roads, with sporadic outbursts of rain to provide a searching test of the water-proofing qualities of the fitments. I found that my outer garments remained dry—save for a patch on each shoulder where the slipstream impinged—and, equally important, the shields took the full force of splashes sent up by other vehicles. When the 50 miles had been completed, I could find no signs of fresh road dirt on my leggings

or my riding coat. And I had not needed to wear goggles at any point on the trip, which was accomplished in just under two hours.

Despite hard cornering, I could discern no difference made to the "Nippy's" already well-known handling qualities by the additional shields. The machine steered as beautifully as does the unadorned version, and the suspension

When you've sorted the sheep from the goats, the weather-protected "Nippy" from Kent provides a sound answer to personal transport problems.

The NIPPY at a GLANCE

Maximum Speed: 30 m.p.h. in 35 sec from rest.

Economy: 138 m.p.g. at 20 m.p.h.
128 m.p.g. at 30 m.p.h.

Braking:	From 20 m.p.h.	From 30 m.p.h.
Both brakes	11 feet	35 feet
Front only	15 feet	50 feet
Rear only	25 feet	79 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: Two speeds, in unit with engine; handlebar twist grip control; gear primary and chain final drive.

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

Tank: 1½ gal. capacity.

Wheels and Brakes: Both brakes 4½-in.

internal-expanding in full-width hubs; chromium-plated rims and rust-proof spokes; 2.00-in. x 23-in. Dunlop tyres.

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

Equipment: Electric horn; speedometer; luggage carrier with spring retainer clip; central stand; tool box; tool kit; tyre pump; licence holder; number plates.

Finish: Flamboyant burgundy enamel with gold lining and chromium-plated details.

Makers: Norman Cycles Ltd., Beaver Road, Ashford, Kent.

Weight: 107 lb.

Price: £74 9s. inc. P.T. Speedometer £2 9s. 6d. inc. P.T.; windscreen £2 3s. 9d.; legshields £2 2s. 6d.; pannier set £2 10s. 2d. inc. P.T.

characteristics were also unaffected by the slight extra weight and the added wind pressure. Braking from higher speeds, however, was not as good as it had been with the "naked" model, though this may simply have been due to lining wear.

Naturally, the presence of shielding makes both mechanical and exhaust noises more readily audible to the rider, but since the "Nippy" is not offensive in either respect the level of sound never rises to more than a background hum.

Combined with a cruising speed of around 28 m.p.h. is a fuel consumption still comparable with the average for "unprotected" machines. Hill-climbing—a "Nippy" strong-point—is of an average standard, and the pedals can be used to provide a useful boost on really difficult climbs.

For shopping, I found the pannier bags, with their easy detachment, extremely useful. Each is capacious, and they are smart enough to be carried into a good-class shop or hotel without the need for a blush on their owner's part.

As utility and touring mount, I would place the all-weather version of the well-tryed and well-built "Nippy" well above many more exotic, yet less practical, mopeds. It's a winner, this versatile little Norman from the apple-blossom county!—CENTAUR.

NEWS ON MOPED MATTERS

NEW BRANCH OF A.C.U. FOR MOPEDS?

THE text has now been issued of the proposals of the Auto-cycle Union—the governing body of British motorcycle sport—to form a new national organization within the constitution of the Union to cater for moped and scooter clubs. This was in response to a request from the Joint Sub-committee of the Scooter and Moped Clubs, voiced at a meeting with A.C.U. representatives in October 1957.

After studying the situation, the A.C.U. proposes that initial organization above club level would need to be an area organization. In each area, there would be an area board, and these would have area bye-laws, rather than the lines of the bye-laws at present applying to the Centres into which the A.C.U.'s motorcycle clubs are divided. Five or six areas are envisaged as the maximum number to be set up initially.

However, the Union feels that moped clubs should have the option of affiliating to each branch of the union—an admission of the difficulty of defining a moped, and a straightforward realization of the fact that sporting moped riders might be more inclined towards the type of event which motorcycle clubs can supply than towards the rallies and concours which are

the stock-in-trade of the scooter enthusiasts.

As a governing body for the new organization, the A.C.U. recommends the setting up of a National Scooter Council. Delegates would be elected from areas and also from non-territorial clubs—which latter would be able to affiliate directly to the main body, instead of through the areas. Executive powers would be in the hands of a National Scooter Committee, and this would consist of seven appointed members—each of whom would be admitted as councillors to the General Council of the A.C.U., thereby giving the Committee a direct voice in the affairs of the parent body—plus one member nominated by the R.A.C. and two by the Competitions Committee of the A.C.U. Two further seats would be reserved for the representatives of national one-make scooter clubs. It is further recommended that the authority of the A.C.U. Management Committee should extend to the new organization.

Finally, it is suggested that one of the first tasks of the Committee would be to make a general examination of the competition rules, and local Centre bye-laws to see what amendments would be necessary in adopting similar rules and laws for the new organization.

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