

## ROAD TEST REPORT

A British-built  
Mo-ped, the

# NORMAN "NIPPY"

(NOTE: *A first impression road test report on this machine appeared in our February issue*)



AMONG the first of the British cycle and motorcycle manufacturers to take up the new market in 50 c.c. machines, the Norman Company has already a long experience, especially in lightweight motorcycles, and still makes one of the few remaining 98 c.c. auto-cycles on the home market.

Their new 50 c.c. machine is basically a well tried continental design and uses the Sachs 2-speed, engine/gear unit. The frame is of pressed steel, incorporating the fuel tank in the main member. The front forks are also pressed steel with bottom link-springing. Mudguards are deeply valanced to provide full screening of the 23in. x 2in. wheels and tyres. Detail work includes built-in headlamp and electric horn, carrier and toolbox. A headlamp-mounted speedometer is available as an optional extra. 15-watt lighting current is provided by the flywheel magneto and finned, full-width hubs enclose

the internal expanding brakes.

### On The Road

For a cold start a "tickle" of the carburettor is needed, warm or hot the engine can do without. As is now common with this type of machine it is most easily started by using a pedal as a kick starter with the machine in neutral, either on its stand or off. It could, however, be as easily got away by just pedalling off and dropping the clutch with the Top gear engaged. No decompressor is fitted or needed as there is a cut-out button on the lighting switch assembly for stopping the engine.

Under weigh, the most commendable first impression is gained of sheer handiness. The machine "feels right" from the first turn of the wheels and this feeling of naturalness stays with the rider under all conditions. Traffic rid-

ing is easy and safe with adequate engine power to maintain normal speeds, certain steering and good road adhesion, particularly appreciated on wet roads.

The performance of the Sachs engine is already well known and it is sufficient to repeat that acceleration is lively on first gear up to about 10/12 m.p.h. when a change into Top carries the machine smoothly up to its maximum of 27 m.p.h. on the level. The Top gear performance is very good, it being quite possible to get away from standstill in this gear without abusing the clutch. Most main road hills are taken easily at about 20 m.p.h. and the normal maximum can be exceeded handsomely down hill without the higher revs. causing vibration or signs or distress from the engine.

The most comfortable and economical speed was around 22/23 m.p.h. which is obtained on a little over half throttle. Above this



speed the engine can be heard and felt a little more than the little extra speed warrants.

Good steering and the feeling of solidity about the frame inspire confidence at full speeds, even on bad surfaces. The rather short movement of the fork springs combines well with the cushion effect of the 2in. tyres to hold the machine well down on the road and afford a good standard of riding comfort. Bends and quite acute corners could be taken really fast so long as the rider remembered not to leave his inside pedal in the down position where it grounded rather too easily.

Neither of the brakes on the test machine would lock its wheel, that on the front wheel being probably deliberately so designed to cope with the turning moment of the bottom link suspension units. A quick stop could, however, be made with both brakes used together. Mudguarding was first class and the engine unit stayed clean and free from oil stains throughout the test.

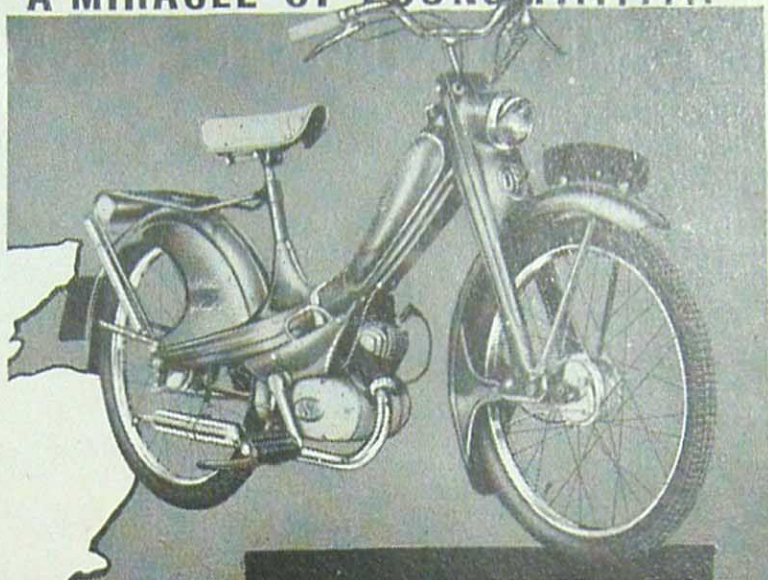
### Summing Up

That it feels right and looks right sets the standard for judgement of the *Nippy*. The appearance of the machine attracted favourable comment from a number of people both as to line and colour and to its clean and sturdy appearance. There are no bits and pieces hung on as afterthoughts to the main design and the degree of enclosure provided keeps the engine in its place and the weather off the machine and rider most effectively.

The only point of criticism noted is that the central stand is too narrow to hold the machine on a camber or in a high wind, a minor point that could well be dealt with in future models.

The *Nippy* is now generally available in agents showrooms and we expect to see it coming on the roads in numbers in the near future.

## A MIRACLE OF ECONOMY.....!



LONDON TO EDINBURGH

for  
less  
than **10!**

Talking of economy, the *Norman Nippy* makes for inspired riding at surprisingly low cost. One gallon of petrol carries you along for two-hundred miles—that's really cheap travelling! Two-speed gear—easy pedal starting in the stationary position, the robust "small wonder" 50 c.c. engine is capable of reaching 30 m.p.h. Price (including tax) £71 . 18 . 6. See your dealer for attractive H.P. Terms.



**NORMAN** *Nippy*

A COMPANY OF THE CYCLE DIVISION

NORMAN CYCLES LIMITED, ASHFORD, KENT



# IceniCAM Information Service



[www.icenicam.org.uk](http://www.icenicam.org.uk)