

Centaur tests . . .

The Norman Super Lido

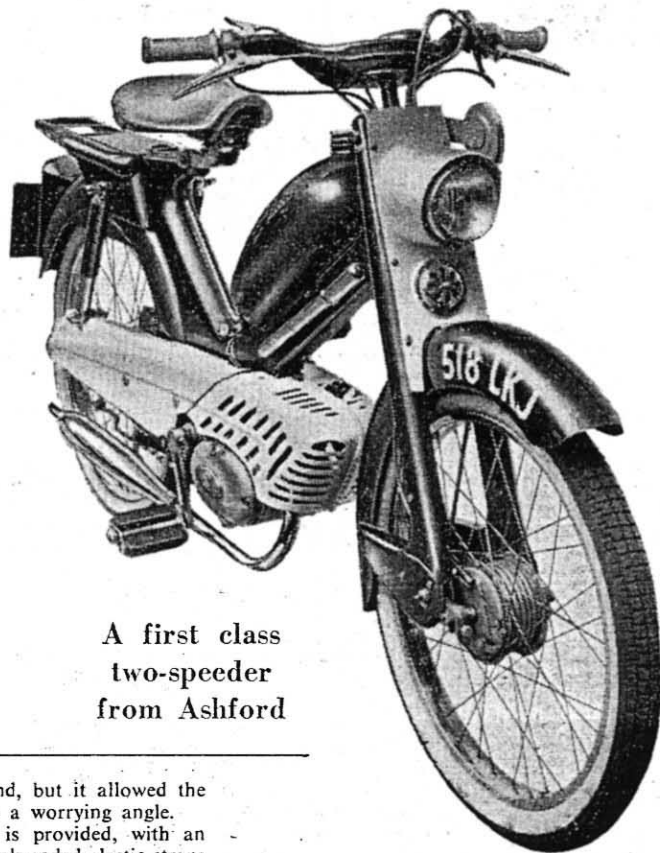
THE first impression that the Norman Super Lido gives to the onlooker is one of solidity and good quality, and further investigation will confirm that this is no illusion. It is a big machine—a point well appreciated by my six-foot self—having an overall length of 72 inches and a wheel base of 46 inches, so consequently a big performance is required from the engine.

The engine in the machine I tested was one of the well-proved Sachs units, and seemed to have no trouble in supplying the power necessary to move the Super Lido's own weight of 116lb. plus my own modest 200lb. around quite smartly. Road holding was good, partly due to the big 23 x 2.25 tyres and the machine's low centre of gravity, and it heeled over into the sharpest corners without causing a qualm. A good ground clearance of 7½ inches kept everything well clear of the road.

The Super Lido has only two gears, an intelligent selection of ratios making a good compromise, and standing starts are less an ordeal than with some two-speeders, provided one has enough r.p.m. in hand. The power of the Sachs engine could be particularly noticed when a speed of around 10 m.p.h. was attained, and the revs. were building up; there is a positive surge of "go," which is very handy at the traffic lights.

Bottom gear will take you up to about 17 m.p.h. before the engine begins to protest, and the gear change is really smooth. Top gear is quite comfortable down to about 10 m.p.h., without causing convulsions in the innards of the engine.

Although I am one of those strange people who put performance before appearance in the order of merit, I realize that the aesthetic aspect must also be considered, and I would say, if asked for my opinion, that the Super Lido, while not possessing classical lines, has a pleasing and sophisticated appearance. All cables are channelled away out of sight and there are no loose ends to catch clothes. Finished in magenta with a cream fairing completely enclosing the engine, and a cream headlamp, the colour scheme is bright without being flamboyant. The general effect is one of compactness and streamlining. But being technically minded, I immediately suspected the fairing, as I do all such modern contrivances, of being more of a disadvantage than an advantage, particularly when swift access to the engine is required. However, my fears were unfounded, for the fairings proved to be easily removable in little time, and a permanent aperture is left for access to the plug. It is in three sections, a slotted cowling which fits around the engine, clipping on to the two side pieces which are secured with two bolts each. It took me about 55 seconds to remove and replace the whole thing. I did think that the stand could be improved on this fine machine; it is of the "roll-on" type, which, admittedly, makes light work of putting



**A first class
two-speeder
from Ashford**

the machine on the stand, but it allowed the machine to cant over to a worrying angle.

A good long carrier is provided, with an anchoring bar for the hook ended elastic straps which are so popular for securing luggage. Also provided is a lockable luggage boot with a fair-sized recess—big enough for a really comprehensive tool kit. The tool kit is good, and another accessory, the pump, which fits snugly under the tank, is a strong piece of equipment of good quality.

Suspension

The layout of the handlebars is neat and attractive. A combined dip switch and horn button is fitted unobtrusively on the left-hand side and is very conveniently situated. A large Huret speedometer, rather unnecessarily graduated up to 60 m.p.h., is set in the wide cover over the handlebars and, thanks to its size, is easy to read.

The comfort of the rider is in the hands of a leading link suspension forward, and a telescopic spring suspension at the rear. This, together with a very comfortable moulded rubber

saddle fitted with a pivot and spring to eradicate any shocks that might pass the suspension, gives a smooth ride on normal surfaces, but the odd shock does come through with a jolt.

To test the lighting equipment, naturally I took the machine out at night, and found the Miller headlamp plus the Philips 6v. 15/15w. Duplo adequate, though it is no searchlight. The horn, which is mounted below the headlamp between the forks, emits more of an anaemic belch than a stentorian bellow, but will nevertheless attract attention.

The braking was as indicated in the performance data, and so I can add nothing more except to say that I was impressed by the stout chromed rod which operates the rear brake from the pedal. There is nothing left to chance here.

Finally a word on acoustics. The Villiers type silencer, which incidentally is most simple to dismantle and clean, effectively cuts the noise of the engine to a tolerable pitch, a pleasant yet sturdy note which is in tune with the rest of the machine.

Performance

Maximum speed:

Flying 1/10th mile, 32½ m.p.h.
Standing 1/10th mile, 19 m.p.h.

Acceleration:

0-10 m.p.h., 5 secs.
0-20 m.p.h., 9½ secs.
0-30 m.p.h., 19 secs.

Economy:

At 20 m.p.h., 154 m.p.g.
At 30 m.p.h., 109 m.p.g.

Hill climbing:

Time for hill, 1 min. 35 secs.
Second gear engaged at 0.2 miles.
Test hill 0.5 miles long, max gradient 1 in 10, average gradient 1 in 10.

Braking: Front 36ft. Rear 30ft. Both 24ft.

Pedalling:

Maximum pedalling speed, 12 m.p.h.
Comfortable pedalling speed, 6 m.p.h.
Tester's rating: Fair.

Tester's weight: 200lb.

Conditions for Test:

Damp road surface. 6 m.p.h. breeze blowing along the course.

Specification

Engine: Sachs two-stroke, 38mm. bore x 42mm. stroke=47c.c.; c.r. 6:1; b.h.p. 2.2 at 6,300 r.p.m.

Gearbox: Two-speed in unit construction with engine. Gearbox ratios: 1st, 2.78; 2nd, 1.62. Final gear ratios: 1st, 23.18; 2nd, 13.5; helical gear primary and chain final transmission; pedal or kick start.

Clutch: Two-plate Energit facings.

Suspension: Leading link front forks, telescopic rear end.

Tank Capacity: 1½ gallons.

Lights: Head, 6v. 15/15w. bulb; tail, 6v. 3w. bulb; fed direct from flywheel magneto generator.

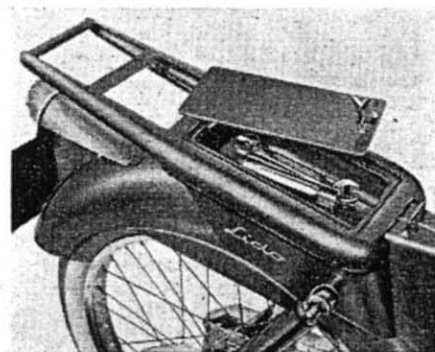
Tyres: 23" x 2.25", whitewall.

Equipment: Speedometer; horn; tyre pump; centre stand; tool-kit in lockable container.

Finish: Magenta enamel with cream head lamp. All bare metal parts chromium plated.

Makers: Norman Cycle Co. Ltd., Ashford, Kent.

Price: £76 13s.



° The spacious luggage rack, with thief-proof tool recess. Note the strap anchor.

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