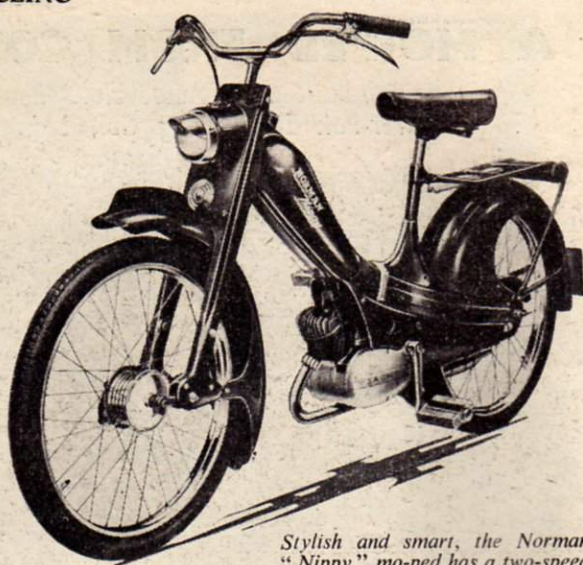


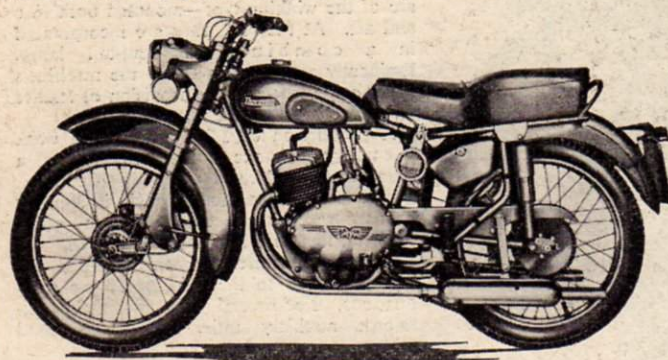
NORMANS ENTER THE "50" FIELD

HIGHLIGHT of the 1956 programme announced by Norman Cycles, Ltd., Beaver Road, Ashford, Kent, is the introduction of the new "Nippy" light autocycle, powered by a German Sachs engine of 47 c.c. Sensibly, the Ashford concern have based the "Nippy" on a well-trying Continental design—thus ensuring that production can begin on a sure footing—rather than run the risk of a period of those teething

Stylish Mo-ped from Ashford Catalogued by Kent Company for 1956



Stylish and smart, the Norman "Nippy" mo-ped has a two-speed Sachs engine/gearbox unit mounted below a pressed-steel frame.



troubles almost inseparable from a completely new venture.

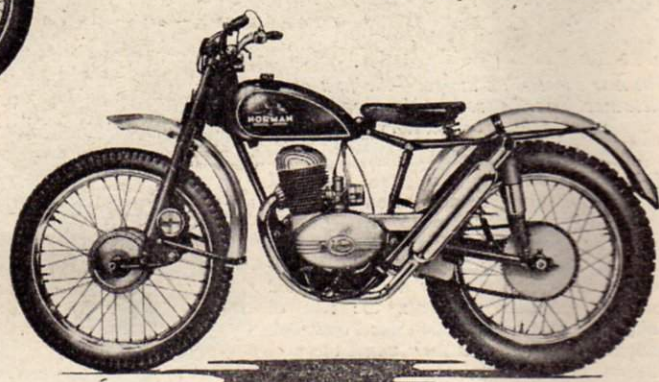
Welded-steel pressings form the beam frame of the "Nippy." The fuel tank is an integral part of the main section. Pressings are also employed for the swinging-link front forks. The result is a basic structure which, though relatively light, is also immensely strong. In addition, clean lines are obtained. To enhance this aspect of the design, the two-stroke engine is effectively shielded, and the mudguards are provided with substantial valances.

From the practical aspect, points worthy of note include the built-in luggage carrier, with a cylindrical toolbox placed high up at the rear—unobtrusive, and well protected from dirt.

Developing 1.25 b.h.p. at 4,100 r.p.m., the Sachs engine incorporates a two-speed gear, controlled from the left twist grip. Internal-expanding brakes are incorporated in the full-width hubs.

Provision is made for the fitting, as optional extras, of a Miller electric horn and a VDO speedometer. Finished overall in attractive "flamboyant red," with chrome details and polished light alloy relief, the "Nippy" is an extremely smart machine

Motorcycles for touring—such as the 242 c.c. British-Anzani-engined TS (above)—and for trials (Model B2 SC, right) feature in the 1956 Norman range.



which will undoubtedly become a familiar sight on British roads. Initial production will utilize a number of imported parts, but home-built components will be substituted as they become available. Eventually, only the Sachs engines will be of Continental origin.

On the motorcycle side, a new Competitions machine is offered. Powered by the three-speed Villiers 7E, or by the new four-speed 9E as required, it incorporates a completely new design of swinging-fork suspension at the rear. An all-welded rear fork is employed, pivoting about a spindle clamped between plates welded to the lower sub-frame members. Phosphor-bronze

bushes are fitted at the pivot point. Full-width hubs are employed.

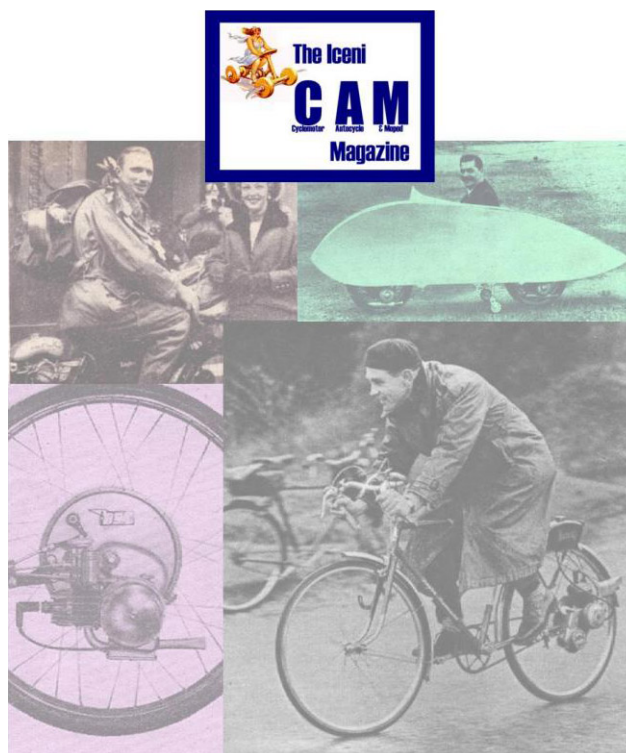
Common to the entire Norman range of motorcycles is the use of Armstrong swinging-link front forks and—in the case of the tourers—the swinging-fork frame, with D-section sub-frame, introduced last year. Difficulties encountered in production have resulted in the dropping, for 1956, of the fully-enclosed rear end shown at Earls Court last year, but the improved sub-frame has been retained. Thus the same cycle parts are employed for machines offered with the 147 and 197 c.c. range of Villiers engines and with the 242 c.c. twin two-stroke British Anzani.

SPECIFICATIONS AND PRICES

Model and type	Engine capacity	C.R.	Approx. b.h.p.	Suspension		Gear ratios	Weight	Tank capacity	Wheel-base	Ground clearance	Saddle height	Basic price	Total inc. P.T.
				Front	Rear								
							lb.	gal.	in.	in.	in.	£ s. d.	£ s. d.
"Nippy" t.s.	47	—	1.25/4,100	SL	R	—	242	—	—	—	—	57 9 0	68 17 6
B1S t.s.	147	8.0	5.45/4,250	SL	SF	6.5, 8.7, 16.6 ..	242	2½	50½	6½	29	To be announced	
B2S t.s.	197	7.25	8.4/4,000	SL	SF	5.8, 8.2, 15.6 ..	248	2½	50½	6½	29		
B2SG t.s.	197	8.25	9.3/4,300	SL	SF	7.1, 9.6, 14.6, 25.7 ..	237	1½	51	7½	29		
TS t.s.	242	7.5	9.1/4,800	SL	SF	5.5, 7.4, 10.0, 16.1 ..	275	2½	50½	6½	29		
C.t.s.	98	8.0	2.8/4,000	G	R	10.8 ..	130	1½	50½	4½	32		

B2S also available with four-speed gearbox.

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