

NSU QUICKLY "F"

FIRST mo-ped to make any serious impression in the British market, the *NSU Quickly* range has developed steadily but always along certain recognisable family lines. One of the conservative features of all previous models of this *marque* has been the consistent use of the rigid frame. Now, however, a break-through has been made and the *Quickly "F"* model is fully sprung.

In all other respects this model is the same as the well established *S.2*, featuring the traditional beam type all-welded frame, pressed steel front forks with bottom link suspension, deeply valanced mudguards, modern styled forward mounted fuel tank and dual-seat and pillion footrests as standard equipment. The headlamp is mounted in a front cowl of the same "squared-off" design as the tank and the handlebars are similarly shrouded with a comfortably high grip position and adjustable for rake and angle.

The famous *NSU* engine, slightly oversquare in cylinder dimensions, affords 2 b.h.p. with the best of its torque range low down for good pulling. It is in unit with a three speed gearbox, twistgrip operated with geared primary drive. By withdrawing the clutch and locking it with a hinged clip, one can pedal the machine free of its engine in any of the three gears. Starting can be effected either by kicking over in Neutral or pedalling in any chosen gear.

23-inch wheels on large light alloy hubs are shod with *Dunlop* tyres 2½-inch diameter on the rear and 2¼-inch front. The new rear springing system is of the swinging arm type with enclosed telescopic spring units on each side. The pivot is on a self-lubricating bearing and in fact the only grease

points on the whole machine are two on the front forks and one for the speedometer drive.

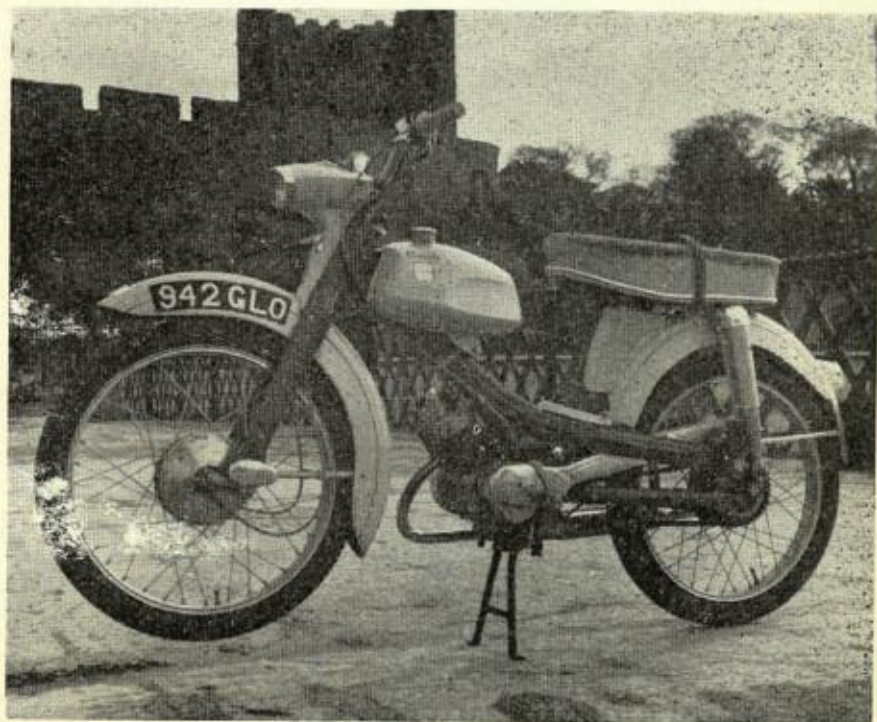
Under the hinged dualseat is the tool compartment in the angle of the seat pillar and the rear mudguard. The tyre pump is also concealed safely under the seat. A steering lock is fitted and two keys supplied.

Performance

Starting is easy and certain once it is known that the self-cancelling choke plunger on the top of the carburettor mixing chamber cancels itself at quite

a small throttle opening so that from cold a first kick start can only be obtained at a fast tickover setting. Kickstarting in Neutral (the machine does not have to be on its stand and the kicking can be done from the saddle) is easier than pedalling, except downhill.

Once warmed up the engine is completely vice-free. It will rev or pull to order and is flexible enough to run at under 20 m.p.h. in Top or over 30 m.p.h. in Second without any finesse in throttle control. Acceleration is above average and the gear change goes where it is put every time. The



The sprung rear end does not change the lines of the current *Quickly* range

changes are rather rough unless made in a leisurely fashion and there is a fair amount of the familiar *Quickly* transmission whine about the lower gears, but neither engine nor gearbox requires coddling. They are built to do a job of work and they do it.

Mean maximum speed on the test machine proved to be just 33 m.p.h. but this figure hardly represents the full value of the performance. Not only does the engine rev smoothly to over 40 m.p.h. on the slightest favourable grade but the lively acceleration and good top gear climbing make for surprisingly high road averages.

A major part of the credit for this high overall performance belongs to the roadholding as much as the power unit. For many years NSU and various test reporters have maintained that the rigid framed mo-peds did their job well enough to make rear springing unnecessary. This remains true, but beyond the limits of sheer necessity the swinging arm rear suspension system on the *Quickly* "F" does undoubtedly greatly improve standards in both roadholding and comfort.

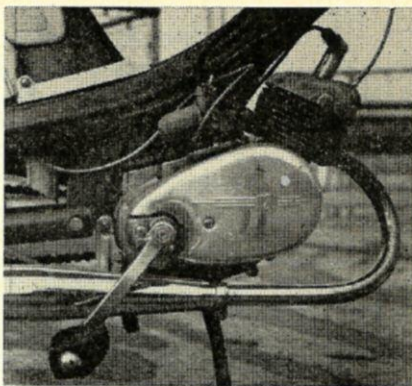
On good roads the sensation is one of floating with very good rear tyre adhesion even on wet Autumn leaves. On bumps the springs took most of the shock, speed could be kept up safely and the frame obviously was being saved a lot of bashing.

Steering appears unaffected by the addition of the rear springing and has the same markedly "neutral" feel of the rigid models. The lock is very limited, not enough to be noticeable on the road but sufficient to be a slight nuisance when manhandling in a confined space.

Braking is adequate and the front brake very good. The rear back pedalling brake needs quite a lot of pressure to get real stopping and could not lock the wheel even with the rider's full weight on the pedal. Conversely, it provides smooth and easily controlled slowing down power, very useful in traffic.

"Q" tradition

The *Quickly* "F" is in the tradition of this famous line of mo-peds in concept and execution and there is really nothing new about it except the rear springing, but this alone widens the scope and market for the machine and



Familiar to thousands, the *Quickly* engine is accessible for normal maintenance.

it will undoubtedly be a popular model despite its nearly three figure price.

We still wish the makers could do something to quieten the mechanical noise of the transmission on all their models, including this one. Apart from that the only thing we have to criticise is the dualseat. It is fairly comfortable but rather wobbly, especially two-up when it is also not quite long enough. The machine really will carry two people and performance is remarkably little affected by the extra loading but the seat limits it to smallish passengers for comfort.

To sum up—the *Quickly* "F" is fast and lively, tough and safe. It is not cheap but it is certainly a very good mo-ped.

SPECIFICATION

Engine

Two-stroke single, bore 40 mm. × stroke 39 mm., capacity 49 c.c. Compression ratio 6.8 to 1, claimed output 2 b.h.p. at 5,500 r.m.p. Bing 1/12/117 carburettor with oil wet air filter inside frame.

Frame

Beam type, all-welded pressed steel with swinging arm rear suspension and bottom link front forks. Forward mounted fuel tank with 1½-gallons capacity including 3-pint reserve.

Wheels

23-inch rims plated with stainless steel spokes on full width light alloy drums,

5-inch hub brakes. *Dunlop* tyres 23 × 2¼-inch front, 2½-inch rear.

Electrics

Makers flywheel magneto with 17/17-watt headlamp and 2-watt tail. Electric horn.

Weight

112 lbs.

Price

£99. 15. 0.

Concessionaires

NSU (Great Britain) Ltd. 134-136, King Street, London, W.6.

Tyre News

Dunlop range now all in new rubber

All Dunlop motor cycle tyres now have road hug rubber. Dunlop announce that both their 'Trials Universal' and 'Sports' motor cycle tyres are now made with their "high mu" (road hug) rubber for outstanding grip especially in the wet.

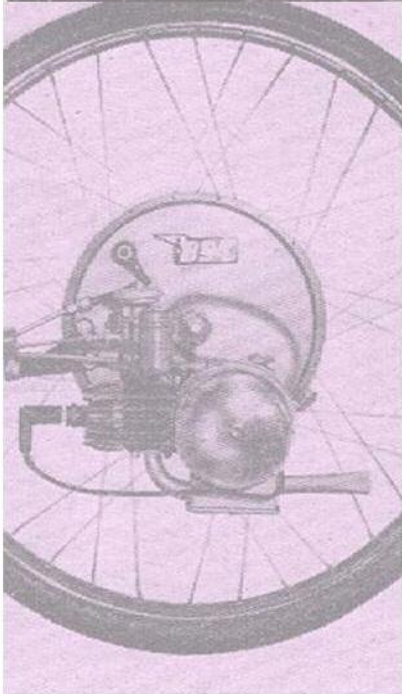
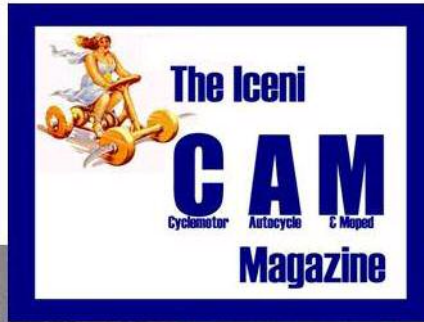
This means that their whole range—Gold Seal K.70, Universal, Ribbed Front, Sidecar Major, Trials Universal, Sports and Scooter—is now complete with "high mu" to ensure maximum riding safety.

Avon Production

Avon motorcycle, scooter and moped tyres continue in full production. Rumours have been circulating to the effect that no more motorcycle tyres of any type are to be made by Avon. This is not so and both home and export marketing arrangements for the full range of Avon roadgoing motorcycle, scooter and mopeds tyres will continue as before.

Trials and Scrambles tyres also continue in production and a complete programme of research and development of their tyre requirements continues unabated.

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