

ROAD TEST REPORT

Our test of the "SUPER" and a reader's experience of the "STANDARD"

N.S.U. QUICKLY

FIRST of the modern mo-peds to reach the British market and still a best seller in its original form, the *Quickly* is now available in three models, the Standard, De Luxe and Super. It is the latest and most expensive of these, the Super, that we have just tested.

The beam type frame and the 49 cc. chrome bored alloy engine with gear driven 2-speed gearbox are exactly the same as the original model, but the Super has rear springing, a high degree of enclosure all round, a new handlebar housing with the headlamp and controls enclosed and full width hub brakes. Fuel tank capacity is 9-pints as against the 6½ pints of the Standard model.

Performance is naturally almost the same as that of the earlier models and the additional weight does not appear to have affected acceleration or climbing both of which are lively. The top speed on the machine tested was a little under 30 m.p.h. and the power unit is commendably smooth all the way up its range.

Roadholding is certainly improved by the rear springing although the credit for rider comfort still belongs more to the very well sprung cantilever saddle. Handlebars are adjustable for angle only. The new brakes do not seem to differ much from the Standard model and that on the front wheel has the same familiar lifting effect when applied hard. Steering is excellent and the new built-in headlamp gives an effective beam plus a dipped beam that can really be used safely at normal cruising speeds.

This modern trend towards enclosure is largely a matter of personal taste. The Super is much easier to keep clean externally to advantage both in appearance and the welfare of the rider's clothes, but it does add somewhat to the mechanical noise and makes the machine look as well as feel heavier. We think that this new model is likely to have its most enthusiastic buyers among the thousands of *Quickly* fans who have enjoyed their "Standards" and want to have something more luxurious from the same trusted stable.



Rear springing and wheel enclosure on the 'SUPER'

TWO YEARS on a STANDARD QUICKLY

In your October 1955 issue you published two letters from owners of *Quicklys* boasting of the speeds they could obtain from their machines, in your December issue you printed a letter from me in which I severely criticized high speeds on Mopeds and said "One thing I do know, my *Quickly* will be on the road in perfect condition long after the two aforementioned machines have had their

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Magneet—contd.

points the moral of buying high quality in any field. The pleasure of using a machine that has been built to standards rather than price is there all the time from running-in days onwards but the saving in depreciation, repairs and lost time becomes increasingly apparent as the years of ownership go by.

This mo-ped looks quietly conventional. It is not boxed in as much as some of the modern styled machines but it has naturally clean lines and the finish is, of course, as high as the quality of the material and workmanship in the rest of the machine. Such unnoticed items as the 12-gauge spokes, non-leaking butyl inner tubes, illuminated built-in speedometer and chrome-on-nickel plating indicate that the price is not inflated and those who take a long term view of mo-ped buying will study this machine with exceptional interest. It is the ordinary mo-ped at its very best.



The coiled-in headlamp with adjustable beams is streamlined into the handsome and massive front mudguard.

RON MCKENZIE MANCHESTER

Scooters	Dep.
Dayton Albatross	£69
Kieft 200 cc. de luxe	£75
TWN Contessa 200 cc.	£76
TWN Tassy Super 150 cc.	£67
Peugeot 150 cc.	£67
Puch 125 cc.	£56
Vespa 125 cc.	£50
Lambretta 150 cc.	£55
Piatti 125 cc.	£47
Mercury Dolphin 98 cc.	£36
Excelsior-Skutabyke	£35
Mopeds	
Mobylette	£16
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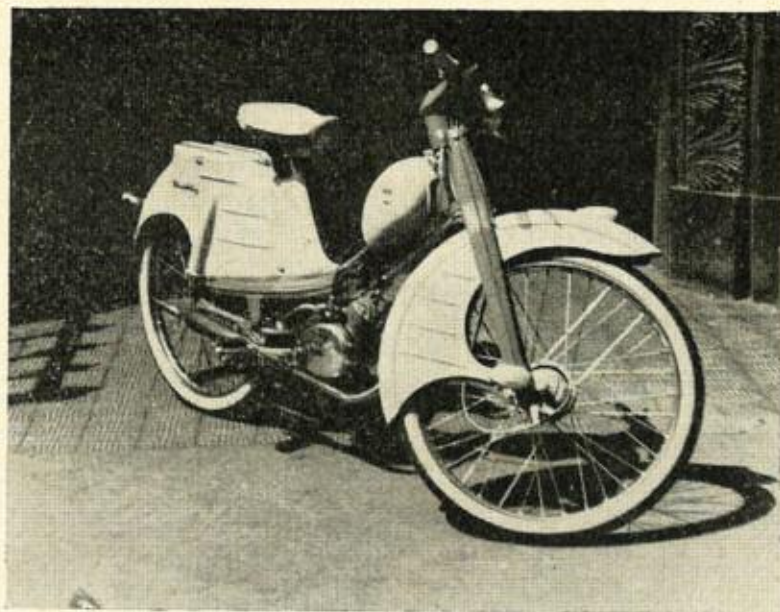


Quickly

guts torn out". I wonder if those two machines are still running and what they have cost their owners.

I have had mine now for over two years and it has not cost me a penny in spares or replacements; except for two or three slight scratches all caused by other peoples carelessness it is still in showroom condition. I have only had four stoppages on the road all caused by plug whiskering and then only because I had not cleaned it and had climbed a very long steep hill in bottom gear so that the engine became heated. I do not tinker with it, have only de-coked it twice and except for filling up with petrol, attending to the gear box, chain, controls, etc., all routine jobs, I do not do anything at all to the machine, I just get it out of a morning, one thrust of the pedal and I am away even under the severest weather conditions. I of course give it an occasional clean and use a polish containing silicones for the enamel and an occasional clean with chrome cleaner, the plating on the silencer does not show a speck of rust, the handlebars and other chromed fittings were treated with a transparent lacquer which has kept them perfectly rust free. I wonder how many machines of British manufacture would be in similar condition after two years use seven days a week summer and winter alike.

The machine has proved very economical to run, in the two years that I have run it I have spent £8. 10s. 0d. on petrol and oil. If I had gone to work by bus six days a week I would have



In appearance the Quickly "Super" is a modern, well enclosed mo-ped, but accessibility has not been sacrificed.

spent over £30 on fares with a long walk at each end of the journey and I do not have to wait about in the cold waiting for a bus to arrive. On top of that I use the machine for evening and week end runs and for my holidays, the cost of fares for these outings would be considerable and I am able to reach parts of the country not served by public transport. High speeds are not indulged in. They are too expensive in fuel and wear and tear on the working parts. I think that I have proved that a moped if run at reasonable speeds and kept in good condition is the cheapest means of mechanical transport.

The good points about the Quickly are its absolute reliability and cleanliness under all conditions, never a spot of oil leaks from the engine which, being fully exposed and not hidden under sheets of metal needs only a wipe over very occasionally to keep it spotless, there are no weeps from the tank filler cap, no messy oil vapour blows over the engine when the de-compressor is used and all adjustments are simple and easily get-at-able. I have never touched the points except to check the gap twice, the jet has been out once only simply because I wanted to see how it worked in case I had any trouble, I always buy my petrol in a gallon can and make up my own mixture filling the tank through a funnel fitted with a fine gauze, it is amazing how much filth is trapped in the funnel after pouring a gallon through it although all petrol pumps are fitted with filters. One further point, I feel absolutely

safe on the machine even on icy roads, the balance and steering is perfect which is more than I can say about my pedal cycle on which I tried out various engines.

The machine has its bad points chief of which is the abominable bent wire stand and this view is I am sure shared by every Quickly owner yet I see that it is still retained on the latest spring-heeled job. When I wrote to the Distributors about this stand their reply was that on a level surface the stand was quite safe and the machine would keep upright. Where does one find a level surface? All roads are cambered and on soft ground in the country the stand just sinks in and over goes the machine. I saw a letter in a Club Mag. about this stand and replied offering to send any owner details of a simple modification which would make the stand more rigid, an idea put forward by a member of the Quickly Club. The response was so overwhelming that I found it quite impossible to cope with the demand and had to hand the whole thing over to the Secretary of the Club so that he could send out duplicated instructions. The front brake can only be described as lousy but the latest types have now been fitted with a more powerful brake.

In conclusion I must say that if anyone wants a machine that will give him perfect reliability and is not concerned with high speeds then in my humble opinion the Quickly is the pick of the bunch.

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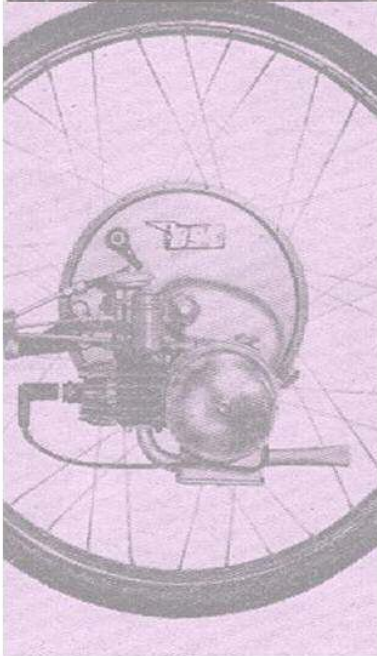
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