

ROAD TEST REPORT

The conventional
mo-ped at its
very best

The MAGNEET

*Clean lines and
quality through-
out make the
Magneet top of
the class*

WHEN a machine of apparently conventional specification is put on the market at a price only a few shillings short of £100 it is bound to attract attention and it was to find out the how and why of this price bracket that we asked for a *Magneet S50* for road test. The result of the test is a conviction that, although such a high priced machine will never be a mass seller, there will be many riders who want the best there is in mo-ped quality and will be prepared to pay this price for it.

The engine is the well known *Sachs* 2-speed unit with gear primary drive, 2-plate cork insert clutch and the carburettor air filter/silencer. The unit is shielded by steel panels supported by rigid brackets. The frame is of large section steel pressings welded up and the front forks are telescopic, hydraulically damped with tapered outer tubes. Rear suspension is by swinging arm also with hydraulically damped telescopic spring units. The rear chain is completely enclosed and both mudguards deeply valanced. The headlamp is fed by 17-watt lighting coils and has an adjustable beam set by a knurled ring projecting from the top of the bezel. Tank capacity is 10 pints.

Efficiency

The true test of any machine is how it does its designed job and it must be said of the *Magneet* that the machine as a whole and each individual part of it works with a quiet efficiency that is



quite remarkable.

Each control operates smoothly; everything that should move moves easily; everything that should stay still does so rigidly. There is no vibration because of the effective rubber mounting of the engine, no whip because of the rigidity of the frame and no noise because there is nothing to rattle or drum.

Top speed is rather over 30 m.p.h. and acceleration lively to match while, despite the relatively high weight/power ratio by mo-ped standards, hill climbing is very good and feels curiously effortless. The matched suspensions front and rear and the nose hinged saddle combine to provide excellent rider comfort and even very bad road surfaces can be cruised over comfortably with the weight in the saddle.

Steering is perfect and the best appreciation of it was obtained when running downhill at speeds up to 40 m.p.h. when the weight and rigidity of the machine helped to make use of the

well damped and progressive springing and the 2.25 in. tyres.

The same cumulative effect of all round quality is felt when braking. The brakes are themselves first class but it is the excellent roadholding of the whole machine that enables them to be used to the full in safety.

Mechanical noise is negligible and exhaust noise modest thanks to a well designed demountable silencer. It is noticeable that the firmly bracketed engine shields neither drum themselves nor magnify engine noise. The enclosed chain is as quiet and smooth a drive as we have met.

Long Term Choice

In this country so far the *Magneet* has been almost sold in secret and few have heard of it, but in its native Holland it is well advertised and the current slogan is: "In 1960 you'll be glad you bought a *Magneet*".

This is almost certainly true, or will be when that year comes round, and it

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.

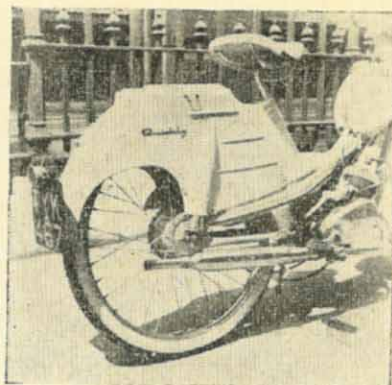
Magneet—contd.

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



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

Continued on next page

RON MCKENZIE MANCHESTER

Scooters	Dep.
Dayton Albatross	£69
Kieft 200 cc. de luxe	£75
TWN Contessa 200 cc.	£76
TWN Tessa Super 150 cc.	£65
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
Binetta	£25
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