

ROAD TEST REPORT

N.S.U. QUICKLY "Cavallino"

A sports, version of a very famous mo-ped



The front end of the CAVALLINO, showing the new telescopic forks.

A COMBINATION of the well tried Quickly engine with a three-speed gearbox and a modern, Italian styled sports frame has been added to the N.S.U. mo-ped range under the name Cavallino. It is classed and advertised as a sports machine.

The new frame is of the backbone type in welded pressed steel and a departure from this company's previous practice is in the provision of telescopic forks at the front end. Rear suspension is by swinging arm with telescopic spring units on either side. A saddle mounted fuel tank holds 2½-gallons including a reserve supply of just under a quart.

Handlebar mounting is low and well forward and the saddle is of the dual seat type to provide alternative riding positions. Full hub width finned drum brakes are provided to both wheels. Tyres are 23-inch x 2.25 inch and the central stand is of tubular steel.

Virtually the same as the engine fitted to the Quickly range, the new unit has a 3-speed gearbox, handlebar controlled, and a slightly larger silencer than the standard machines. Finish is in red with cream tank panels and chromed wheel rims.

Lively

High speed mo-peds are not officially encouraged in Germany and the Cavallino more or less conforms to the limitations accepted in that country. This is partly done by limiting maxi-

mum power output and partly by low overall gearing and the effect on the road is to provide a very lively performance within a reasonable maximum speed limit.

Top gear acceleration and climbing is well above average and attracted much attention from other road users while 2nd made easy work of the toughest hills in the greater London area. We were unable to find a hill that called for 1st at all.

Using the very fast changes of the hand-operated gearbox, the getaway from standstill and acceleration up to maximum left nearly everything else behind. With a very new engine on a rather short test we found the top speed to be an indicated 33 m.p.h. but it appeared that this speed could be sustained indefinitely.

Steering and handling are well up to the performance standards and feel quite different from those of the conventional mo-peds in the range. We frequently rode hands off to get a change of position from the forward crouch imposed by the sports layout of the machine and found it perfectly safe to do so. The springing is rather stiff and spring travel modest but quite tough bumps can be taken without bottoming and the wheels stick closely to the ground.

Brakes are adequate and pull the machine up quickly and smoothly when used together but we would prefer a little more bite on each for those occasions when one brake has to be

used alone. Neither would lock its wheel on the test machine.

Judged by modern N.S.U. standards the exhaust noise from the Cavallino is quite noticeable, although we must admit that this may be partly because the performance of the machine tempts the rider to use revs freely all the time. Certainly when throttled back to 30 m.p.h. or less the purr is quite inoffensive. Incidentally, flexibility is such that smooth running is obtained right down to 10 m.p.h. in top gear without snatch. Mechanical noise is negligible, less than on the 2-speeders, but there is some sympathetic rattle around the handlebars when the revs get high enough to create noticeable vibration.

A point that all Quickly owners will be interested in, is that the tubular centre stand holds the machine firmly upright at all times.

Definite Market

"Are you a sporting type? Do you like your machine to look racy?" These questions appear on the front of the coloured advertising folder for the Cavallino and they indicate clearly enough that this machine is designed for a definite market.

We ourselves are staid creatures compared with the youngsters for whom this lively little mo-ped is intended and we do not think they will have any criticisms of the forward riding position, narrow seat and other sporting characteristics of the machine. We admit to not being very comfortable ourselves and we do not recommend this machine for normal utility or pleasure riding purposes—there are other mo-peds in the N.S.U. range for these. But for its own market the Cavallino will have a considerable appeal.

For the mechanically minded and technically capable there is no doubt that with modified gearing and some

engine tuning a really high performance could be obtained from it. With proper footrests instead of pedals it would make a sound little sports motor cycle.

Specification

ENGINE: Two stroke single, bore 40mm. x stroke 39mm., 49 c.c. comp. ratio $5\frac{1}{2}$ to 1, output 1.6 b.h.p. at 5,600 r.p.m. flywheel magneto with 17-watt lighting coils, *Bing* carburettor. 3-speed, hand operated gearbox with multi-plate clutch.

FRAME: Pressed steel, "backbone" type with swinging arm rear suspension. Telescopic front forks with adjustable coil springs.

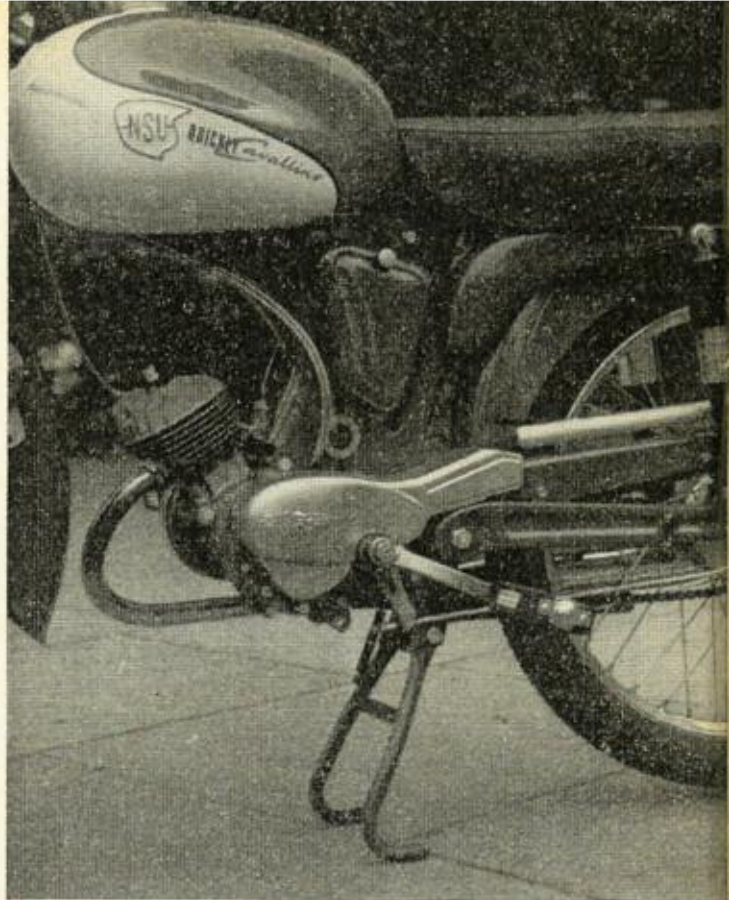
WHEELS: Chromed rims, stainless spokes "Continental" tyres 23in. x 2.25in. Full width hub brakes.

EQUIPMENT: Headlamp mounted speedo as standard, electric horn, licence holder and number plates. Tools in compartment in frame. Centre stand.

PRICE: £99.19s. 11d. (including Tax)

CONCESSIONAIRES: N.S.U. (Gt. Britain) Ltd., 134-136 King Street, London, W.6.

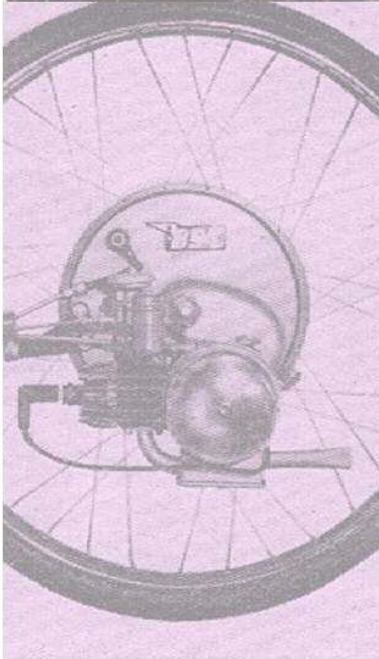
2½-gallon fuel tank, built-in tool compartment and a sturdy centre stand are new features on this Quickly.



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