

IMPRESSIONS OF CURRENT MODELS

The 49 c.c. Two-stroke NSU "QUICKLY SUPER"

*A Luxury Version of the Well-known
German Mo-ped*

THERE seems to be little that is logical about converting a machine which has been introduced to meet a utility need into a luxury run-about, but, nevertheless, that is what has happened with the "Quickly Super," strictly because there is a public demand for a "plush" version of the well-known NSU mo-ped. Whether this demand stems from a desire to be better than the Jones family over the road, or, as is more likely, from enthusiasm on the part of the owner, is difficult to tell, and for these reasons, the machine on test was viewed with more-than-usual interest.

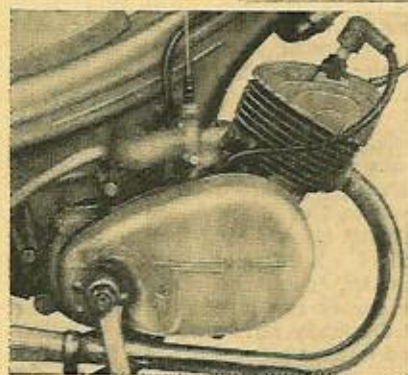
The immediately obvious fact, on trying the machine for the first time, was that it was essentially a *pleasant* bicycle. The motor started readily and warmed up right away; the riding position was comfortable for an average-size person; the controls were light and simple to operate, as were the prop and centre stands, and the suspension kept the machine floating, gently. Jarring was present only in exceptional circumstances.

Of the machine's outstandingly good features, silence of the exhaust was very noticeable, and this, coupled with an exceedingly flexible motor (which made the lower gear ratio almost unnecessary) resulted in an ability on the part of the rider to slip through traffic and along suburban roads without disturbing anyone, or drawing attention to his progress. Such was the pulling power of the unit that the pedals were never used, except for starting the engine. It was a steep hill indeed which called for use of the lower gear.

On wet surfaces, the weight distribution gave a feeling of confidence, and the results of runs over greasy roads never called for long periods with cloth and water, for the smoothly contoured "Quickly Super" proved "super quick" to clean down; apart from this, the good mudguarding kept road filth away from the machine and rider.

Braking was the sole weak point: although the brakes *could* pull the machine up quite smartly if really called upon so to do, the pressure required on the front lever was inordinately high, whilst it was necessary practically to stand upon the pedals (which operate a back-peddalling rear brake) to lock

The machine proved popular for local shopping trips, its 50 c.c. engine-gear unit, seen in close-up below, giving an adequate performance for this purpose.



the rear wheel on a dry surface. Despite this criticism, the tester never felt unsafe on the machine, and a stopping distance of 38 ft. from 30 m.p.h. was recorded.

General styling and finish are praiseworthy, and the owner who is forced to leave his

machine out of doors for extended periods would, apparently, have little cause for worry over the deterioration of the enamel on this NSU. Having a fuel consumption of well over 100 m.p.g., comfort, up-to-35 m.p.h. performance and very low tax and insurance, the "Quickly Super" fills the need of the utility rider who also wants to make mo-peddalling one of his hobbies.

BRIEF SPECIFICATION

Engine: 49 c.c. two-stroke; bore, 40 mm. by stroke 39 mm.; aluminium cylinder with internal chroming; aluminium head; C.R., 5.5:1; claimed b.h.p., 1.4 at 5,200 r.p.m.; Bing carburettor.

Transmission: Two-speed gearbox in unit with engine; left twist-grip gearchange; ratios 13.8 and 22.2:1; primary drive by gears; final drive by chain.

Frame: Pressed-steel beam-type, welded.

Wheels: 26-in. rims, carrying 2-in. whitewall tyres; full-width hubs incorporate 3 $\frac{1}{2}$ -in. brakes at front and rear.

Lubrication: Petrol: test carried out with 1:20 proportion.

Electrical Equipment: 6-volt Bosch generator; horn; 4-in. headlamp.

Suspension: Leading-link front forks controlled by coil springs; rear springing by swinging fork; movement controlled by concealed coil spring units.

Tank: Steel fuel tank, of 1-gal. capacity.

Dimensions: Wheelbase, 47 $\frac{1}{2}$ in.; ground clearance, 7 in.; unladen seat height, 29 in.; dry weight, 103 lb.

Finish: Two-tone blue enamel with bright parts chromium plated or polished light alloy.

General Equipment: Full kit of tools; tyre pump; speedometer; luggage carrier; centre and prop stands.

Price: £68 16s. 11d., plus £16 10s. 6d. P.T.

=£85 7s. 5d.

Annual Tax: 17s. 6d.

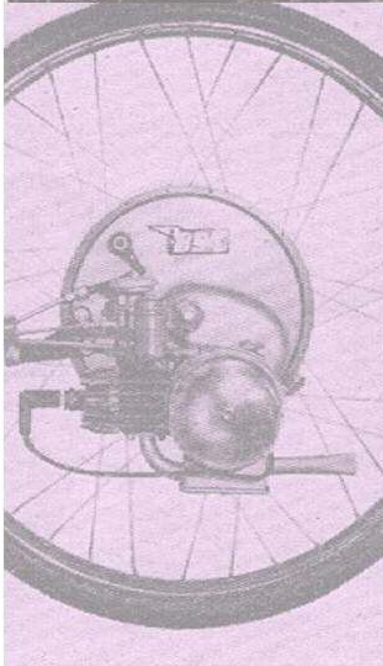
Makers: NSU a.s., Neckarsulm, Germany.

Concessionaires: NSU (Great Britain), Ltd., 7 Chesterfield Gardens, London, W.1.



The deeply valanced front guard and stylish rear panelling gave a high degree of weather protection.

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