

NSU QUICKLY STANDARD

Weather-protected version of Germany's best-seller is tested

It is literally quite true to say that the addition of the comprehensive weather-protection offered as an extra to the famous NSU "Quickly" in its standard form produces an entirely different machine. Not only is its performance changed, but the very nature of the moped itself seems to undergo a metamorphosis. The moped disappears, and there emerges a highly efficient and snug scooterette, with the rider protected by a stylish front apron, and the engine tucked neatly away behind sturdy yet shapely side-shields.

A favourite mount of mine during the recent semi-monsoon period in the South has been a "Quickly Standard" to which this "extra" has been added. In addition, the model was equipped with those other accessories which NSU offer — a generously-aproned windscreen; a set of capacious pannier bags; and a foam-filled tartan saddle cover. The result was the conversion of one of the most familiar of workaday mopeds into a model which could vie for luxury with the most expensive machine.

There is, inevitably, a performance penalty attaching to the increased frontal area. Thus the top speed of the machine fell to 30 m.p.h., and the cruising speed became 25 m.p.h., though the "Quickly's" excellent top-gear hill-climbing — possibly the best obtainable from any moped currently available — seemed largely unaffected.

Opportunities for testing the weather protection were not lacking, and I soon discovered that the front apron could be relied upon to deflect the heaviest rain away from my legs, and to protect me from the back-wash of other vehicles. The large, plastic apron of the windscreen, also, proved its worth as a hand protector. No rain could reach my gloves, and as a consequence my hands remained dry and noticeably warmer than usual under atrocious conditions. This apron also enabled me to

dispense with gloves altogether for utility riding, even when the air in the Weald was biting cold with rising damp.

Unfortunately, the remainder of the screen was not so effective. I would prefer a design with a clear-vision slot to obviate the slip-stream-blown rain drops which found their way over the relatively low screen and made goggles necessary. In any case, a somewhat taller screen would provide better protection.

Handling with full equipment aboard remained good, but one had to be careful when cornering, and bear in mind that the shielding is carried low — to prevent road spray hitting the rider's shoes. This means that the shields are very liable to ground on steeply-cambered roads if the machine is lain over too far.

CALLING at a big London dealer's during the week, I found my friend in charge of moped sales sitting, with a satisfied smile, in a half-denuded showroom. Gone were the rows of mopeds which had occupied it for half the summer; the many gaps in the ranks were filled by big, shiny scooters.

The reason? A sudden boom in moped sales since H.P. restrictions were eased. With mopeds now available for the deposit of a modest fiver, and with two years to pay, customers have been queuing up to buy. On the Saturday, my salesman friend had clinched deals on 20 machines. Yes, twenty! And, while wondering if that was a record, he was confidently looking forward to a week's personal sales figure of 40 machines.

The "Quickly" at a Glance

Maximum Speed: 30 m.p.h. in 27 sec. from rest.
Economy: 123 m.p.g. at 20 m.p.h.
 100 m.p.g. at 30 m.p.h.

Braking: From 20 m.p.h. From 30 m.p.h.
 Both brakes .. 16 feet. 38 feet.
 Front only .. 30 feet. 61 feet.
 Rear only .. 27 feet. 59 feet.

Load carried during test: 200 lb.
Engine: NSU two-stroke; 40 mm. bore x 39 mm. stroke = 49 c.c.; c.r. 5.5 to 1; 1.3 b.h.p. at 5,000 r.p.m.
Gearbox: In unit with engine; two speeds, with handlebar twist grip control; rear primary and chain final drives; kick starting.
Frame: Welded-up from steel pressings; leading link front forks; rigid rear end.
Tank: 1-gal. capacity.
Lights: Head and tail lamps fed direct from fly-wheel magneto-generator.
Wheels and Brakes: Both brakes 3½-in. internal-expanding; rims enamelled; rust-proof, heavy-gauge spokes; 2.00-in. x 26-in. Phoenix tyres.
Equipment: Tool kit; inbuilt tool box; tyre pump; luggage carrier; centre stand; horn; head lock.
Finish: Beige enamel, with chromium plated details.
Weight: 103 lb.
Makers: NSU a.g., Neckarsulm, Germany.
Concessionaires: NSU (Gt. Britain) Ltd., 7 Chesterfield-gardens, London, W.1.
Price: £66 1s. 7d.; Speedometer £2 17s. 6d.; leg-shield £6 7s. 6d.; windscreen £3 3s. 0d.; rear carrier bags £3 3s. 0d.; tartan saddle cover 10s. 6d. All prices include P.T.

Happily, the NSU steers well and no dangerous tendencies develop under these circumstances, but the noise can be rather startling!

Of the "Quickly" engine one can write only praise. Smooth and powerful, it also proved itself to be 100 per cent reliable, and very, very quiet. The gearbox and clutch behaved well under the extra load, and required no adjustment throughout the test.

Comfort was of a good average standard, though I noticed a tendency towards saddle-soreness after 30 miles or so when the air was humid.

Finally, carrying-capacity. Here, the addition of the panniers made the "Quickly" an ideal shopping machine, since the excellent spring-loaded carrier was left unimpaired. A full week's shopping could thus easily be loaded on to the machine and, with the need for heavy riding kit gone, a morning's shopping expedition became a real joy.

But one dull note — that horrible little wire centre stand on the machine under test seemed even more insecure when strong winds had the augmented surface of apron and screen on which to hammer, and towards the end of the test I played for safety by invariably propping the machine against a wall, rather than using the stand. An improvement here is due, if not over-due, in fairness to an excellent and justly popular machine. CENTAUR.

BOOM IN MOPED SALES

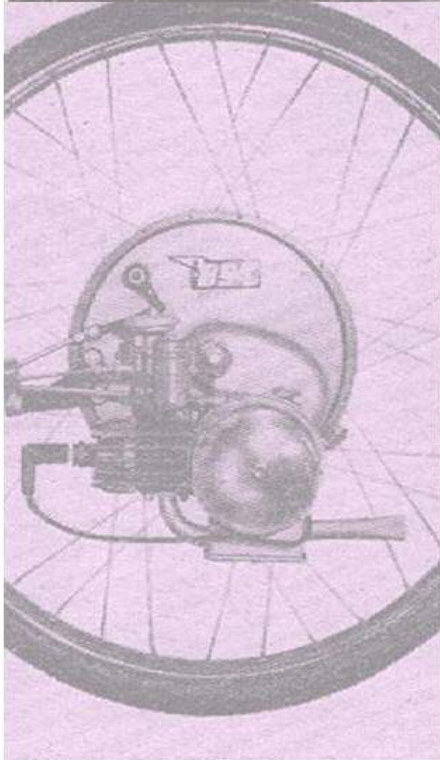
Centaur's News and Views

Who said the moped had lost its appeal?

WHY don't the police take action against those arch-menaces of the road—drivers who motor for miles on end with indicators flashing their warning of turns which never materialize?

Every day, now, I can guarantee to see at least one flagrant case of this inattention to driving. It appears to me that the giving of a false signal, which may easily mislead other road users, must at the very least be classed as "careless driving," and in some instances could even be rated as dangerous. Yet I have never seen a case reported in which a man has been summoned for this particular offence. Why?

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