

# EXCITING MOPED NEWS

NOW THE STREAMLINED NEW

**NSU Quickly S/2 23!**

Now the Quickly S/2—one of the most popular mopeds ever produced—takes on a new, streamlined modern look. And you'll like the new look of the Quickly S/2 23. New, sleek, functional lines—and one very welcome alteration: the 1½ gallon fuel tank. This new tank is carefully shaped to give you a firm knee-grip. NSU, makers of some of the finest mopeds the world has seen, know how much better control of your machine—and greater safety—this gives to you. But the greatest news is this: the new S/2 23 costs even less than the old machine! Send up the coupon now for full details.

**The new Quickly S/2 23**  
**£89.16.6**

(£74. 0. 11 plus £15. 15. 7. p/tax)

**NEW FEATURES** • Compact new styling • 23" Wheels • Alloy rims • Heavier tyres (2½" on rear wheel) 1½ gallon knee-grip fuel tank • Streamlined head-lamp and speedometer housing • Cables now fixed externally • Pump and tool-box located under hinged dual seat • New colour scheme of pearl grey and airline blue.

**PROVEN FEATURES** • Rugged Quickly welded steel frame • Powerful (2 b.h.p.) S/2 engine and 3-speed gearbox • 5" diameter hub-brakes with 6.5 sq. in. braking area in each hub • Luxurious Denfeld dual seat • Quickly 12 Months Guarantee backed by nation-wide network of NSU Dealers who offer first-class spares and after-sales service.



To: NSU (Great Britain) Limited, 134-136 King Street, London, W.6.

Please send me full details of the new Quickly S/2 23, and the name and address of my nearest NSU Quickly Dealer.

NAME .....

ADDRESS .....

P/P 2/62



### Road Impressions:

# NSU PRINZ

*Big brother, and proud of it!*

**T**HOUGH not strictly our line of country, the NSU *Prinz* car bears the same marque as the popular *Quickly* moped and the *Prima* scooter, and should be of some interest to riders familiar with this German brand.

No doubt many two-wheel addicts move on eventually to machines with greater comfort and weather protection, and would be pleased to keep the car "in the family".

The engine of this trim little vehicle is a twin-cylinder air-cooled four-stroke of 583 c.c. capacity. It develops some 27 b.h.p. and is rear mounted. Air for the forced-air cooling system enters through a large scoop under slots in the rear "bonnet".

There are four forward gears, all with synchromesh, and reverse, and a single-plate dry clutch. With the dyna-starter and blower fan, the engine, clutch and differential form one compact low-slung unit, lying between the rear wheels and linked to them by open half-shafts.

Lifting the bonnet at the rear gives access to the engine unit, which can be removed easily in one piece for servicing. The electrical system is six volt, with a battery under the rear seat.

Independent suspension is provided on all wheels, controlled by large coil springs with telescopic damping units. There are only two lubrication points on the car, these being the grease nipples on the steering swivel pins.

The disc wheels are fitted with 4.80 x 12 tyres and hydraulically operated 7in. drum brakes.

Metal pressings in unit construction form the rigid body which carries the

suspension units and engine. At the front is a large flat boot which contains the spare wheel and petrol filler cap.

On each side of the car is a single door which runs well behind the front seats. The back seat is bench type, with a space behind for flat objects.

Driving controls are grouped very neatly on a small dash panel and on the steering column, though the sports-type gear stick and the hand-brake are mounted between the front seats on a strengthening tunnel.

### Fast and Lively

Despite the few shortcomings, mentioned later, driving the *Prinz* is extremely exciting. The controls are easily operated and one has the feeling of being in complete mastery of the car's every movement. Most readers will be familiar with the cold-start advantages of an air-cooled motor, and we proved these repeatedly during an icy spell.

A sporty note from the twin exhausts of the engine is matched by its performance, which, when not too heavily laden, is fast and lively. The gear change movement is short and very positive, enabling rapid acceleration in the lower gears.

The car cruised comfortably between 50 and 60 m.p.h., but we never had the opportunity to reach the claimed maximum of 70 m.p.h. Nearing this speed the steering became light and the engine was racing furiously.

Petrol consumption ranged around the 40 m.p.g. mark, dropping slightly for fast driving.

Handling in close traffic was good, despite a tendency to oversteer. The brakes responded smoothly and very effectively, though the small wheels could be easily induced to skid on wet tarmac.

Considering the size of the car,



Plenty of room for driver with wide access door

access to the seats was most convenient. The front two seats fold forwards and the angle of rake can be adjusted till they touch the rear seats.

The inside of the car is full of sensible design. Two large door pockets make up for the poky little dash glove pocket. The space-saving sideways-winding front windows and wrap round rear windows are praiseworthy.

Some points of criticism were: the very restricted footroom for the driver—big feet seemed to get tangled with the heater duct; the strengthening tunnel across the floor at the rear—leg room is precious and the floor would be better flat; the forward rake of the rear window preventing passengers from sitting easily back; the fiddly catch on the boot cover—the gap to operate the safety hook was too small; and rather more noise from the engine than the average car owner expects.

All told, though, bearing in mind the shortcomings of all mini-cars, the *Prinz* is an excellent piece of work. It is lively and efficient, looks neat and attractive and gives an extremely comfortable ride.

Import duties keep the price up, but once bought, this is a car that will last for a very long time.

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**SPECIFICATION**  
**ENGINE:** Air-cooled two cylinder (vertical twin) 4-stroke engine with overhead camshaft and "Ultramax" valve gear system employing eccentrics and connecting rods. Bore: 75 mm. Stroke: 66 mm. Cylinder capacity: 583 cc.. Performance: 27 b.h.p. at 4,500 rev./min. Compression ratio: 1:7.5. Centrifugal blower air cooling. Single-plate dry clutch.

**ELECTRICAL SYSTEM:** Dyna starter unit, 12 volt/24 amp. battery, battery ignition, crankshaft mounted distributor. Twin ignition coils.  
**GEARBOX:** 4 forward gears, 1 reverse. Final ratios: 19.8, 10.57, 6.74 and 4.78 to 1. Reverse 25.73 to 1. Total transmission ratio in top gear 1:4.52.

**FINAL DRIVE:** Rear wheel drive on swinging axle. Engine vertical behind rear axle. Engine, gears and differential form a single unit.

**CHASSIS AND BODY:** Rigid frame, all metal body, unit construction. 2-door saloon, 4-seater, lacquer finished. Two colour finish if required. Folding roof (an extra). Fuel tank: 5½ gallons with automatic fuel pump.

**SUSPENSION:** Front wheels on trap-eze guides, rear wheels on swinging axle independently suspended. All four wheels suspended on powerful coil springs. Hydraulic shock absorbers.

**WHEELS:** Disc wheels with apertures. Tyre dimensions 4.80 x 12in. Turning circle: 28ft.

**BRAKES:** 4 wheel hydraulic brakes. Total brake area 64½ sq. in. Mech-

anical hand brake acting on rear wheels.

**DIMENSIONS:** Wheel base 78½in.: track 47½in.: Overall length 123½in. Overall width 56in.: Height empty 54in. Clearance approximately 7in.  
**PRICE:** £617 7s. 8d. (Inc. P.T. £194 17s. 8d.).

**CONCESSIONAIRES:** N.S.U. (Great Britain) Ltd., Kings Road, Hammersmith, W.6.

## FEATHERWEIGHTS

(continued from page 136)

scooter average. Against this there is the disadvantage of needing special clothing for wet weather riding as even with legshields and windscreen no motor cycle can be as weatherproof as a well designed scooter.

Even more than with scooters, the choice of the right machine for the rider and his job is important with the LMC. One middle-aged rider we know bought one of the sports type machines and was not comfortable. We suggested that he reversed the dropped handlebars to a touring position and he did. A week later he reported that he had put them back again as the hard, narrow Italian dualseat was sheer hell for a man of his weight to sit up on!

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# SEALS OF SOUTHSEA LTD

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One of the first to arrive in this country, we covered several hundred miles on the test model (right). This view shows the main features for recognition, namely one-piece leg shield/cowling, streamlined headlamp, the toolbox beneath the saddle, and the big knee-grip fuel tank. The five-inch brake drum on the front wheel can be easily seen



## ROAD TEST REPORT

# The new NSU Quickly S/2. 23

JUST over a year after the introduction of the two-seater S/2 model, the NSU *Quickly* appears in a new style and with the title S/2.23.

In this form it looks very different from all the earlier members of the family and the differences are all such as will be likely to make it more popular than ever. A new and larger fuel tank is set high up and almost horizontally behind the steering head in motor cycle fashion and is shaped to provide knee grips when riding. Smaller wheels, 23-inch, make the machine more compact and a little nearer the ground and the overall gearing is modified to counter the reduced wheel size, so that speeds on the gears remain about the same as on the earlier model S/2.

The 3-speed engine gear unit is unchanged, as are the beam frame and bottom link front forks, but the rear tyre size is increased to 2.50-inches for greater comfort and improved traction. The hubs are in light alloy and well finned. Under the roomy dual seat is a useful sized compartment for tools and tyre pump. Pillion footrests are mounted at the rear hub spindle and (shades of earlier "Q's") there is a really robust central stand. Appearances have been studied in the design of a handsome headlamp cowling with

provision for speedometer and in a new blue/pearl grey finish.

On the model tested we had a very complete leg-cum-engine shield designed with the machine and adding both to its looks and usefulness. It is not difficult to remove but in any case access to the plug is easy with the shield in place.

### Useful Power

Despite a modest claim of 2 b.h.p. on paper the power of the S/2 engine is quite exceptional in its usefulness on the road and a long way above the moped average. Initial acceleration is very good, second gear having an effective range from 10 to 25 m.p.h. two up and top gear is fast without fuss and with plenty of sheer guts for climbing without resort to the gearbox. As with all NSU machines, the exhaust is well silenced and mechanical noise from the transmission, although continuous, is not loud enough to be obtrusive from the saddle. Apart from a slight vibration period at just over 30 m.p.h. the unit is very smooth throughout its range.

With this sort of performance the whole machine tends to get used pretty hard and we found ourselves driving it fast just for fun even when

in no hurry, but it is really at speeds between 20 and 30 m.p.h. that the S/2 is at its best, quiet, comfortable and lively, very easy to handle and stable under all road conditions.

This is partly because the gear ratios have been chosen with two-up riding in mind and the machine is actually slightly under-g geared when ridden solo. With a passenger up the effect is to make the transmission seem quieter even though second gear has to be used earlier on hills.

### Road Holding

Steering is, of course, dead on and one hardly thinks about it even in the heaviest traffic, but the smaller wheel diameters and larger rear tyre section have effected a marked improvement in road holding over the previous model. Full acceleration and quite harsh braking failed to cause any excitement wet or dry. Braking is actually better with a passenger because the full power of the rear brake can be used without locking the wheel, but the front brake on the machine tested could have done with a little more bite for really quick stopping.

It is not envisaged that these models will normally be used with

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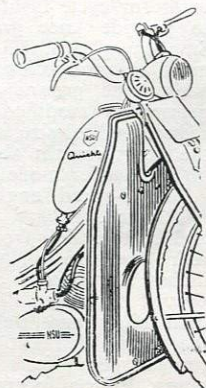
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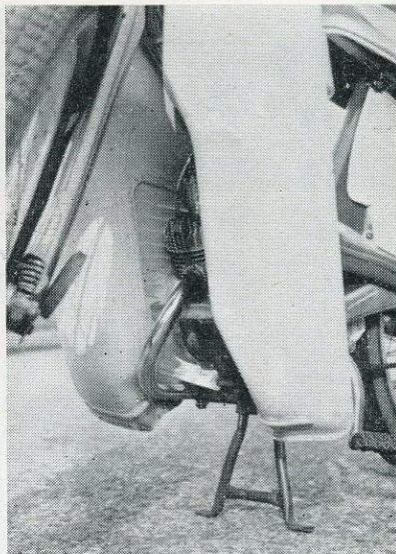


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very heavy passengers, in fact children are the most likely occupants of the back half of the dualseat and with such loads, up to around 8-stone, the steering is not affected at all. In fact the only difference to handling is on hill starts when a fair amount of throttle has to be used to get moving from standstill.

As there is no rear springing, big bumps can naturally be felt and the tail end will bounce if driven hard on really rough surfaces. Similarly the front springing is a shade on the hard side for solo riding, but if the tyre pressures are maintained not

Take a look at the 'air-scoop' effect of the leg shields (right). This view also shows the sturdy centre stand and gives a glimpse of the front suspension



The scooter-type lift-up seat (left) gives access to pump and compact tool box. The plate on the ground is the carburettor cover, held in place by one screw. Carrier is an extra

above the official figures the standard of comfort on normal urban roads is quite good and the dualseat itself is a very good sample of the type.

On open roads the solid feel of the machine and its natural stability enable steady cruising speeds not far short of maximum to be maintained in comfort and safety. A mean top speed of 36 m.p.h. is easily exceeded under favourable conditions and this is quite smooth although the transmission whine gets a little more pronounced as the revs get high. The tank between the knees certainly gives a feeling of security even if this is, as some experts maintain, illusory, and its adequate capacity affords a cruising range of over 150 miles. Most main road hills are taken in top with the speed dropping back to 25 m.p.h. and the engine never seems to be working hard at any time.

Lighting is adequate unless the revs drop very low and the horn makes a reasonable amount of noise by mo-ped standards. It is a point worth noting that the wiring is very neat and actually more accessible than on the earlier models.

#### Doing A Job

From the rider's point of view this is a capable and workmanlike machine that can do a job of work efficiently and without troubles. The

three speed gear change is not one of the best we have handled but it will engage the required gear every time if the change is not hurried and the clutch pulled well free before moving the grip.

The use of a dualseat prevents the provision of adjustment for saddle height and this means that very tall or very short riders will not be too comfortable, but the smaller wheels have enabled the shorter riders to get nearer the ground than on the old "high horses" without limiting the leg stretch to the pedals too much.

We found the shielding excellent both for keeping the rider's clothing free from machine dirt and for keeping off water from wet roads. They add to the looks of the machine and make it really practical all weather transport without the need for special clothing. We thought that some of the mechanical noise previously referred to was slightly exaggerated by the sheet metal covering of the engine/gear unit but this was not at all serious.

It is as a two-seater that the S/2 is at its best and the many people who want to take youngsters on the back seat can do so with absolute confidence. The dualseat robs one of luggage carrying capacity and it is difficult to see how this can be got over while a passenger is actually being carried but this is a problem with all two wheelers to some extent.

To sum up, the new *Quickly* is a tough, high performance machine with good looks in modern styling and a big reputation behind it. This model is certain to have a wide appeal.

#### SPECIFICATION

**ENGINE:** Two-stroke single, bore 40mm. x stroke 39mm., capacity 49 c.c., c.r. 6.8 to 1, claimed output 2 b.h.p. at 5,500 r.p.m., "Bing" 1/12/117 carburettor with oil-wet air cleaner inside frame.

**FRAME:** Welded pressed steel beam type, rigid rear, pressed steel bottom link forks. Separate fuel tank 1½-gallons capacity with 3½-pint reserve.

**TRANSMISSION:** 3-speed gearbox with gear primary drive. Final drive by chain with top run guard.

**WHEELS:** 23-inch plated rims, stainless steel spoke on light alloy hubs with 5-inch brakes.

**TYRES:** 23 x 2.25-inch front, 23 x 2.50-inch rear.

**WEIGHT:** 110 lbs.

**PRICE:** £89.16.6. (Including P.T.).

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

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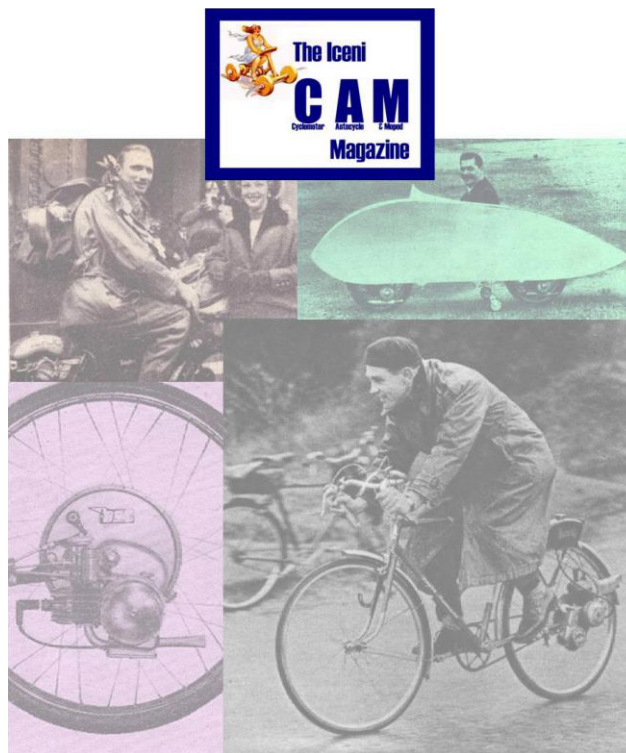
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