

NSU QUICKLY S/2 23

Positive gear changing and ample power are the hallmarks of this latest German model

PERFECTION is not a quality to be taken lightly, and the person who states that he now owns a perfect house, car or moped, quite often discovers on the morrow that his little piece of perfection is now available with improvements.

I felt tempted to call the new NSU Quickly S/2 23 a perfect moped but finally resisted it. After all there are few points I would like to see improved, although the overall impression lies pretty near this problematical word. To define the S/2 23 briefly would be a pretty tough proposition but perhaps the fairest description would be to say that rarely has a moped pleased me on so many points. The phrase "the best compromise" sounds as if I am damning with faint praise, but this is untrue.

In the past I have praised "automatic" mopeds and yet this is a three-speeder. I am not recanting on this.

Possibly the key to this apparent contradiction lies in the twist-grip gear-change. On multi-speeders this is never a strong point and is often downright unreliable. By some magic means, NSU have achieved the sweetest change yet and I cannot remember one gear-box fluff. It is light and positive, the two things it ought to be.

The gears themselves are well chosen although first seems a little low to begin with. One has to remember that this is a genuine two-seater, and I later found that low first gear very handy when I transported a total weight of nearly 30 stones (myself and another) across London. Second gear is also a "natural" and when ridden solo it was possible to crawl along using this cog, and then suddenly open up when the opportunity arose. Top was engaged without any strain or judder, and in fact this was a feature of the range. Upward and downward changes gave no trouble at all.

The engine is, of course, tireless. Starting was, on occasion, a temperamental affair and a strict drill had to be observed but once warm (and the Quickly was ridden in some foul weather) the singing whine of exhaust picked up and the power moved straight in. Maximum speed was in the region of 33 m.p.h.

Comfort? In plenty! The large broad dual seat was efficiently padded and offered a wide variety of riding position—I never developed fatigue. The handlebars are the familiar Quickly design, exactly the right length for town riding, and they provided me with a natural posture for maximum control.

It is only when one comes to the front forks that one reaches a real point of criticism. Those leading link forks do tend to wobble on corners a bit. There are no sensational deviations from the straight line but this is one point which would bear improvement.

SPECIFICATION

Engine: NSU Quickly two-stroke; 40mm. stroke, 39mm. bore, gives 49cc. Output 2 b.h.p. at 5,200 r.p.m. Chrome lined cylinder, Bing carburetter.

Gearbox: 3-speed, oil bath three-plate clutch.

Tank: 1½ gal., 2 pt. reserve.

Wheels and brakes: Alloy rims, 23 x 2.25in. front, 2.5in. rear tyres, full width hubs with 6.5 sq. in. area front and rear braking area, cable operated front, pedal rear.

Lights: Bosch flywheel magneto generator, giving 6 volts 17 watts.

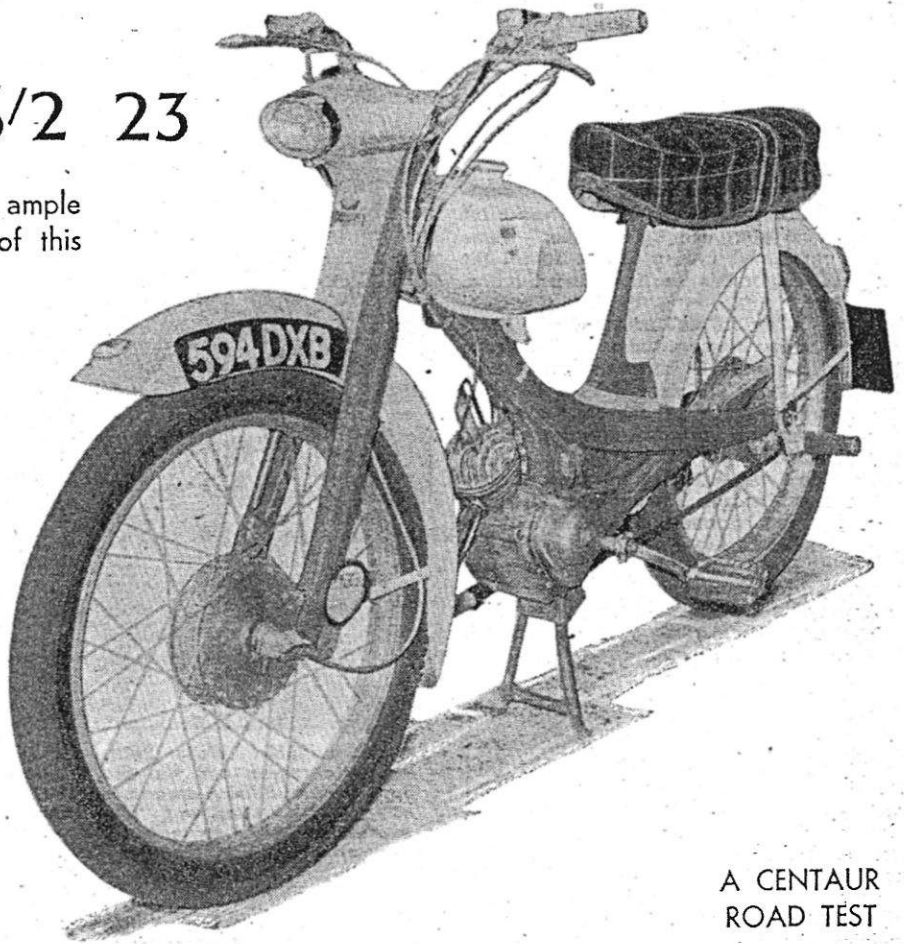
Equipment: Speedometer, pump, tool kit, head steering lock, dual saddle.

Finish: Pearl grey and Airline blue. **Weight:** 104lb.

Concessionaires: NSU (Great Britain) Ltd., 134-136 King Street, Hammersmith, London, W.6.

Price: £89 16s. 6d. including £15 15s. 7d. tax.

Extras: Legshields, £6 7s. 6d.; wind-screen, £3 7s. 6d.; pannier bags, £4 4s. inc. carrier; carrier, £2 10s.; prop stand £1 9s. 6d.



A CENTAUR ROAD TEST

In keeping with general NSU practice, the rear end is unsprung. I have always specified that I prefer swinging arm at the rear, but I cannot say the lack of it made all that much difference. The rear wheel clung to the road well enough and as far as I could detect the spine-type frame absorbed any ground shocks.

Another most prominent and desirable feature was the braking system. A serious attempt has been made to equip the S/2 23 with brakes suitable for two-up riding. Encased in large full-width alloy hubs, the powerful anchors perform their task efficiently and quietly. As usual I tended to ignore the back-pedal rear brake except in an emergency, but the front brake was more than adequate. Used together they brought me to a standstill in a couple of inches short of 10ft. at 20 m.p.h.

Main Design Alterations

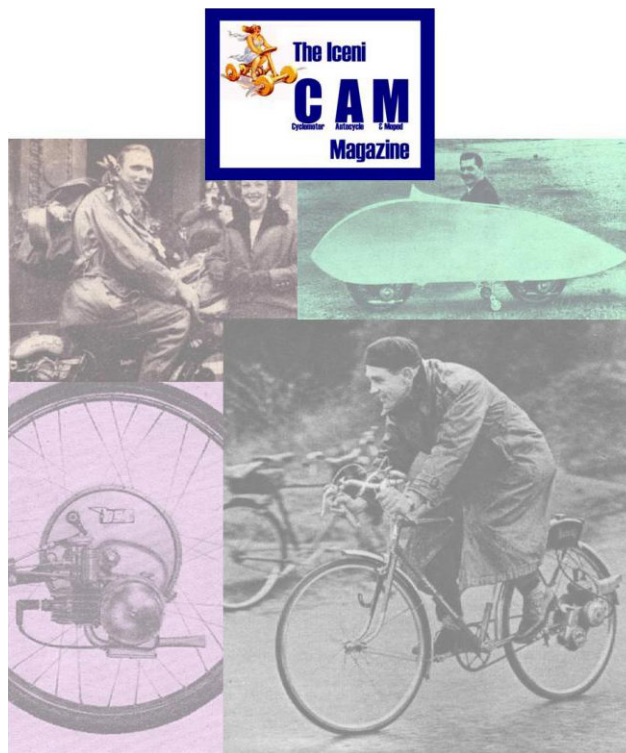
Main differences from the previous S/2 are the shape of the tank which is also more capacious and offers knee grip, the streamlined headlamp which emits an excellent beam, and the installation of a tool and pump compartment below the dual seat. Alloy rims (now 23in.) are also employed with heavier tyres.

The new model also possesses several smaller facets which nevertheless help to swell my praise for it. The exposed piece of cable, near the brake drum, has its own small sleeve of rubber. The petrol tap is easy to use and is large enough to turn off or on while on the move. This could also be said about the headlamp switching. The dipswitch causes an appreciable change in the direction of the beam. The stand effectively holds the machine up on rough ground and is held up by a positive clip arrangement.

I was also fortunate enough to be able to try out this moped with windscreen and legshields which are optional extras. The latter were very light, being made from a resilient plastic, while the screen was also a very good additional buy. Adjustment of the screen height, by the way, was simplicity itself. Two knurled nuts hold the entire structure on a couple of rods firmly attached to the handlebars, and once these are loosened the screen can be slid up and down the rods with ease. The screen can be removed in ten seconds by slackening the nuts right off and sliding the screen straight off the mounting stubs.

Such then is the Quickly S/2 23. The price is actually a few shillings less than its predecessor.

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