

ROAD TEST REPORT

NSU QUICKLY S 23

Lines of the new Quickly follow those of the dual-seat S/2 23 very closely. Carrier and pump are standard equipment

FIRST into the British market in real numbers, NSU have kept their place consistently to the extent that some of the general public now use the name *Quickly* as a generic term for all mo-peds. The original 2-speed model has remained a firm favourite in its various forms and the 1963 range includes two of them, the "N" and the more luxury type, the "S". It was the latter we tested and found true to the established traditions while up-to-date in style and performance.

With minor modifications the 49 c.c. engine remains as last year in unit with the hand operated 2-speed box. Also the beam type frame and pressed steel forks remain unchanged except for slight dimensional modifications to accommodate the new 23-inch wheels. These have chromed rims and stainless steel spokes and carry 2.25-inch tyres front and rear. Mudguards are fully valanced and the space between the seat pillar and the rear guard is filled by a very neat and roomy plastic toolbox, opening by a coin-slot lid.

Most conspicuous change, apart from wheel size is the new tank and headlamp designed in modern styling very much like that of the recently introduced S.2/23 two-seater model. The capacity of the new tank is 1½-gallons, including a 3-pint reserve, considerably larger than the earlier types, and the headlamp is set rather forward with a well streamlined cowling reaching back over the handlebars.

Full-width, finned hub brakes in light alloy, an illuminated headlamp-mounted speedometer in the standard

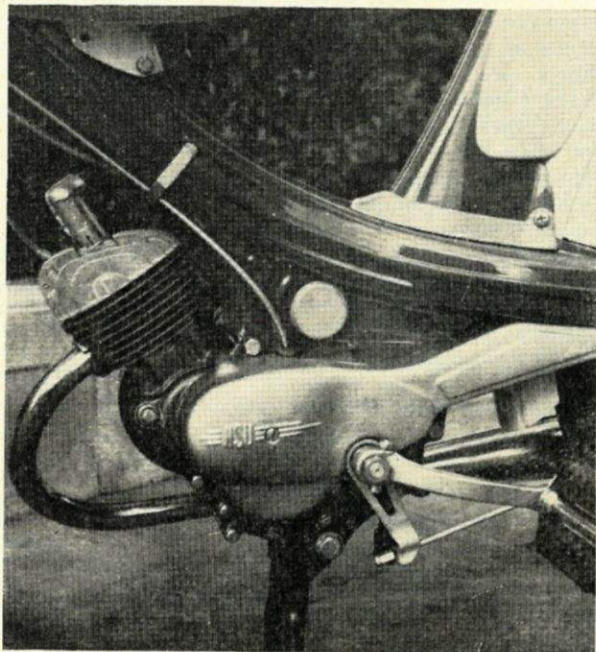
price and a more durable dull chrome finish for the bright parts are other points of detail change and here is one more that will be very popular with users—a new rigid centre stand.

Working Machine

All *Quicklies* give the immediate impression that they are there to do a job of work and want to get on with it. The engine is a little reluctant to pick up from cold, but after

the first few seconds there is a very lively getaway in first gear enabling an early change into top.

Once moving on the higher ratio, the machine is driven virtually as a single speeder and from 10 m.p.h. upwards it is extremely flexible, smooth and with adequate acceleration for passing urban traffic in safety and a maximum of around 33 m.p.h. on the level. Pulling power is notably good and the milder



Familiar view of a familiar engine. Old hands with Quicklies will have noticed the new, sturdy centre stand. Silencing too is improved

gradients are taken without any appreciable drop in speed at all, but there is no feeling of being under-gearred and we found we could rev up to 40 m.p.h. on favourable grades without fuss or vibration.

Exhaust silence standards are well above average and reflect the current interest in this point in Germany and the work put in by NSU design staff on the problem, but it does have the unfortunate effect of making the familiar *Quickly* transmission whine much more noticeable, indeed in Low gear it is definitely obtrusive and we found we tried to avoid much running on that rather low ratio.

Good hillclimbing and top gear flexibility enable most cruising to be kept quiet and smooth. There is plenty of low speed power available and it would take an exceptionally steep gradient to cause difficulty in getting away.

Despite the rigid rear frame, the machine is very comfortable and much of the credit for this must go to the very good saddle and the good range of adjustment provided for riders of different sizes and shapes. The front forks are a little on the hard side to enable them to cope with really rough roads, which they do admirably, and the frame feels solid without being heavy. Steering is good and the 23-inch wheels and 2½-inch tyres have improved the road holding considerably over the earlier models. There is no judder either driving, breaking or cornering and the whole machine feels more compact than one inch nearer the ground would suggest.

SPECIFICATION

ENGINE: All-alloy two stroke single with chromed bore. Bore 40 mm. x Stroke 39 mm., capacity 49 c.c. compression ratio 5.5 to 1, claimed output 1.5 b.h.p. at 5,200 r.p.m. Bing carburettor (1/9/22), oil-wetted air cleaner inside main frame member. Unit construction 2-speed gearbox. Ratios: 1:27.75 and 1:14.76.

FRAME: All-welded pressed steel single beam type, rigid rear end, pressed steel bottom link front forks, coil springs, no dampers.

WHEELS: 23-inch x 2.25-inch chromed steel rims on full width alloy hubs, 4-inch brakes. Enclosed speedo drive in front hub.

ELECTRICS: Flywheel magneto/generator 21-watts, 6-volts output. 17-watt double filament headlamp, 2-volt tail, electric horn.

EQUIPMENT: Headlamp mounted speedometer, rear carrier with spring clip, pump, tools, number plates licence holder, Legshields and windscreen available as optional extras.

PRICE: £88 7. 10. (Including P.T.)
CONCESSIONAIRES: NSU (G.B.) Ltd, 134 King St., London, W6.

Up-to-date styling includes a slick headlamp and enlarged knee-grip tank. The saddle, though conventional looking, proved extremely comfortable



A change of brake shoes has improved smoothness and progressiveness and maintained full standards of stopping power but we found our previous *Quickly* test experiences reversed in that the front brake was better of the two as a solo stopper. This, of course, is a good thing and greatly improved the stopping figures for both together braking, but as there is no apparent reason for it in brake dimensions we feel it may have been a peculiarity of the test machine rather than a change in design.

The new prop stand is firm and holds the machine on reasonable camber, but our model obstinately refused to spring up without a precautionary kick. Other detail work is attractive, the speedo easily readable and unusually accurate, the new toolbox roomy and out of the way, attractive and we forecast a good de-

and the spring catch on the sturdy rear carrier is a very useful device for most utility riders under all conditions.

In appearance the *S/23* is most attractive and we forecast a good demand for what is a very modern looking machine with all the advantages of a well established background. It is a pity that the mechanical silence standards cannot be brought into line with the effective exhaust and intake silencing on which much care has been lavished with good effect.

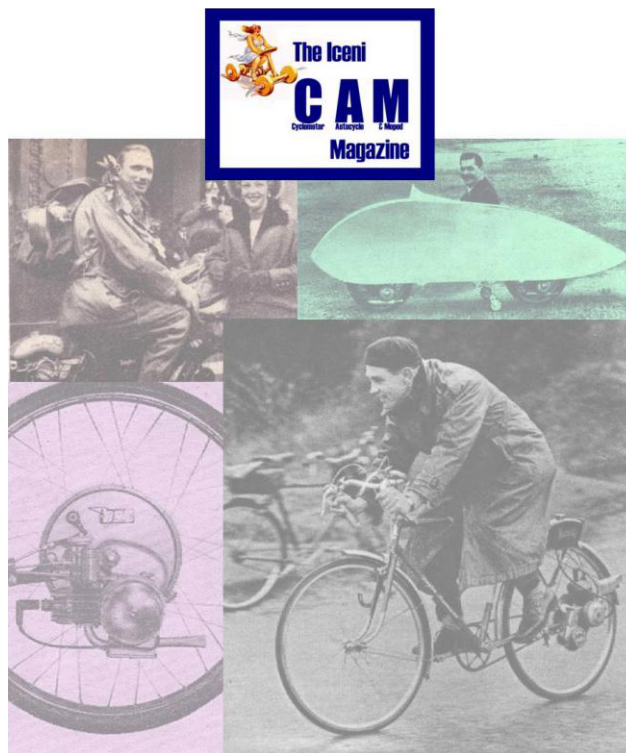
So far as performance is concerned this is a machine that will do anything and go anywhere. It is tough but still lighter and handier than most continental multi-gearred mounts and it has well proven standards of reliability. We consider the *S/23* a very worthy 1963 representative of the NSU range.

Nothing to do with Power & Pedal?

This was the start of a boat race at the Puch Club's holiday camp Jamboree. See full story on Club News pages.



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