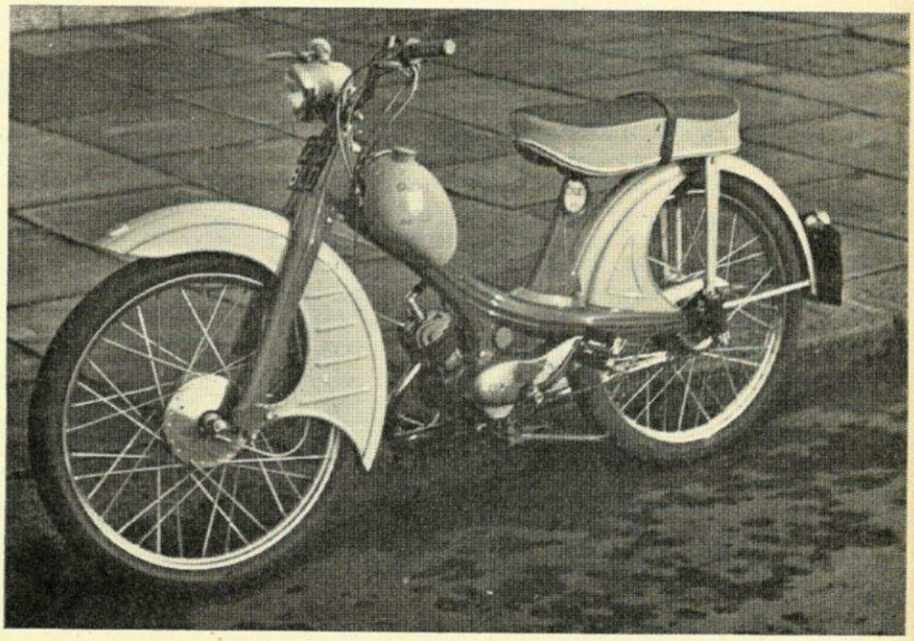
ROAD TEST REPORT:

The N.S.U. "QUICKLY" S.2.



THE transition from cyclemotor attachment to full scale mo-ped was popularised in Britain by the introduction of the already famous *NSU "Quickly"* from Germany, a light but sturdy and straight-forward two-speeder with an excellent engine that set new standards in the 50 c.c. class for reliability and performance.

This model has, of course, been considerably improved in detail over the years but remains the same basic design, while other and more luxurious models have been added to the range. The latest of these to come into our hands is the new three-speed two-seater model called the *S*.2 which, whilst remaining a typical *Quickly*, has completely new standards of performance as regards engine power and some modifications to the machine to make use of the extra urge.

Dimensions of the 49 c.c. engine remain the same as the original model, 40 mm. bore by 39 mm. stroke, but compression ratio and porting have been considerably modified, the cylinder bore chromed and a longer induction pipe fitted with the overall result that the power output is stepped up to the region of 2 b.h.p. and the engine is capable of operating at near maximum speeds indefinitely.

The three-speed gearbox is gear driven and hand operated, clutch and chain dimensions remaining as on the other models, but both wheels have heavier rims and spokes and are fitted with 25-inch by 2.25-inch tyres. The hubs are in finned light alloy, large diameter with full width brakes.

A large dualseat accommodates driver and passenger and the latter is provided with strong folding footrests over the rear hub spindles.

Power

The standard *Quickly* engine is a lively enough unit but the first impression of this *S*.2 is of very much more power and in very usable form. Getaway from standstill is quick and effortless and a good handful of throttle between each gear change gets the machine moving ahead of all but the fastest of other urban traffic. Ridden solo the gearing is naturally on the low side which makes for very lively acceleration but the addition of an 8-stone passenger to the weight of a 13-stone rider shewed the ratios to be well chosen, second gear being particularly useful over a range from 12 to 25 m.p.h.

Hill climbing also benefits from the extra power, most main road hills being taken in Top from a flying start and all normally encountered grades being negotiable in Second. Standing starts on hills two-up naturally called for reasonably careful clutch handling and plenty of revs but, once moving, the engine never faltered on the steepest test slopes available in the London area despite its loading.

Because of this general liveliness we found ourselves tending to use the maximum performance all the time but the unit is flexible as well as powerful and could be driven very quietly and peacefully by making early upward changes. Even when being driven hard the exhaust silencing is very good and the note is never obtrusive, but the familiar *Quickly* whine from the primary transmission becomes quite loud towards the top end of the rev range.

There is slight vibration from the engine at about 4000 r.p.m. but this is not in evidence at all at lower speeds and tends to smooth out nearer the peak.

Good Handling

The effect of passenger weight on the rear end of a light two-wheeler is always felt mostly at low speeds and the *S*.2 did notice

this tail end load at under 3 m.p.h. Above this it made very little difference and between 20 and 30 m.p.h. no effect on the steering could be felt at all.

Road holding is good either solo or two up and the machine can be thrown about in traffic with every confidence. The big drum brakes are efficient and very smooth but the rear one on our test machine did not pull up very smartly by itself. On the other hand the front brake did all that could be asked without ever using much strength on the lever, a considerable improvement on all the earlier machines of this make.

The front forks are effective but have a limited range of travel so that major bumps can be felt through the bars although there is no actual jarring. The rear end of the frame is, of course, rigid and the passenger could feel road irregularities quite a bit despite the deep cushioning of the dualseat. This standard of comfort can be improved by very careful attention to the rear tyre pressure to suit the actual load carried. Given this same attention for solo use the absence of rear springing is not noticed and, indeed, the rigid feel of the frame inspires a rather pleasant feeling of solid security to the handling of the machine on reasonably good surfaces.

Built For A Job

The provision of a dualseat has certain disadvantages, one of which is the loss of the carrier so that there is nowhere on the machine to put even the smallest parcel. A front end carrier would appear to be the answer there. The other disadvantage is that the seat is not adjustable as the normal saddle is on other models.

We found the riding position quite comfortable for the medium to tallish rider group but short legged people or the very tall would find the need for some modification to standard seat and handlebar heights.

No machine can do everything perfectly and any testing must take into account the job for which the test model was designed. We think that the *S*.2 was built mainly for relatively short distance work, probably with a youngster as passenger. For this sort of work the machine is ideal, being strong, simple and reasonably priced as well as easy to handle. Over longer distances or for heavyweight adult passengers the rigid frame could not be very comfortable although the machine itself will stand up to such work well enough.

The whole range of *Quickly* machines have always been known as practical vehicles and this new *S*.2 lives well up to the tradition.

SPECIFICATION

ENGINE: Two-stroke single, 40 mm. bore x 39 mm. stroke, 49 c.c. all-alloy with chromed bore. Output 2 b.h.p. at 5,500 r.p.m. "Bing" 1/12/127 carburettor. Makers flywheel magneto/generator.

GEARBOX: Unit construction 3-speed 41.1, 26.4 and 16.84 to 1 final chain drive with top run guard.

FRAME: Beam type in welded pressed steel with rigid rear forks. Bottom leading link front forks with coil springs. Dualseat and pillion footrests as standard. Tubular centre stand, 1-gallon tank with Reserve tap.

WHEELS: 25-inch x 2.25-inch rims and tyres. Full width finned hubs with 5-inch brakes.

WEIGHT: 110 lbs.

PRICE: £86 16s. 11d. (Including P.T.)

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

50c.c. THREE-WHEELER

The Nobletta offers a fair degree of weather protection for two

NEWCOMER, the *Nobletta* is a three-wheeled motor scooter at an export price of £98. Made by York Noble, the new scooter is powered by the famous Sachs two-stroke engine with 130 m.p.g. fuel consumption. The vehicle, with three forward speeds, cruises at 35-40 m.p.h.

It seats two and there is ample baggage space for touring or shopping.

The *Nobletta* lends itself to a multitude of uses by virtue of its spacious loading platform. Special conversion designs are available to provide facilities making the vehicle suitable for business purposes.

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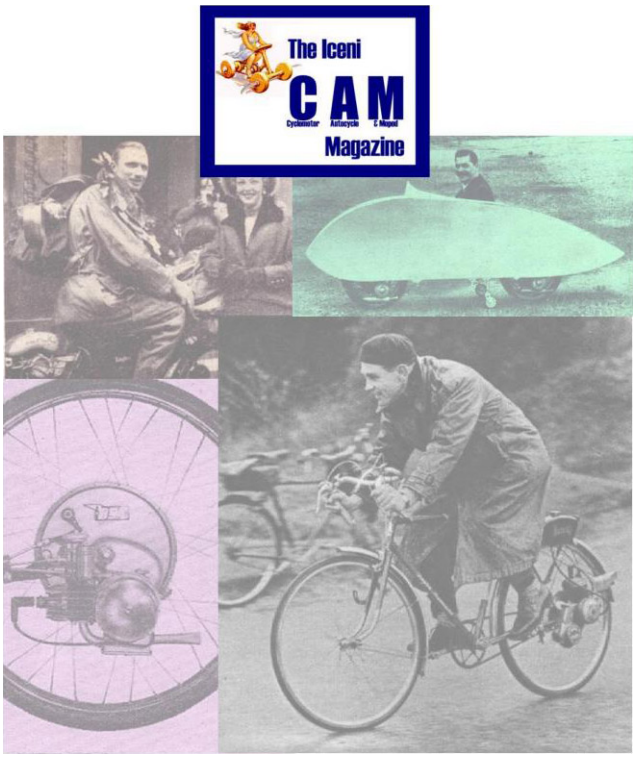

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