

NSU QUICKLY S2

A first-class two-seater, the latest model
in this famous series

THE NSU Quickly S2 was first introduced in this country at the November Show at Earls Court, and in the short space of nine weeks since then it has rapidly gained popularity. It is fourth in the range of Quicklys to be imported into Great Britain, the others being the "N," the "S," and the "L," and is designed to meet the growing demand for the two-seater moped. Based on the model S, the modifications include a strengthened frame, bigger wheel hubs (3½ in. to 4½ in.), with improved braking, and a greater power output from the engine (1.3 b.h.p. to 1.67 b.h.p.).

In addition to the normal road test, we tested the machine when carrying two average adults whose combined weight was 330 lbs. As expected, the rate of acceleration decreased slightly, but the engine's performance was still above average. Acceleration figures with two up were: 0-10 m.p.h., 3 sec.; 0-20 m.p.h., 8½ sec.; 0-30 m.p.h., 21 sec. The maximum speed dropped to 33 m.p.h.

The road holding of the machine was unaffected, or at least not adversely affected, when a passenger was carried, and the ride was if anything more comfortable due to the damping effect of the added weight. The brakes were completely equal to the extra work demanded of them, acting smoothly and progressively.

Design and appearance: the S2 is a handsome machine, its looks enhanced by an excellent finish in a pleasant duo-tone, and a high standard of workmanship is evident. It retains the unmistakable Quickly lines, with the cut-away pressed-steel frame and "hump" tank mounted on the down tube. The tank is held in place by a quick-release type mounting clip which allows its removal in approximately half-a-minute. It holds 4.45 litres or eight pints, and is fitted with a three-way on/off/reserve switch of sensible design and location. The engine unit is particularly trim and compact, with stylishly shaped engine cover plates on each side; these are of a light lustrous alloy which appears to resist stains and corrosion. Both the rear and front mudguards are sturdily made, and the deep attractive valances in each affords rider and passenger maximum protection against spray and the danger of a coat or dress becoming trapped in the wheel.

We awarded full marks for neatness of layout and 100 per cent accessibility of important components—carburetter, clutch and gear operating mechanisms and the cylinder itself. Both hubs have

Road Test Report by Centaur

pin spindles which make the job of wheel removal extremely simple; the rear sprocket is detachable from the hub for individual replacement.

All cables requiring them are fitted with adjusters, and are channelled inside the frame to their various points. Summing up, the machine gives an impression of solidarity and dependability.

Power and transmission: the details of the machine's performance are given in the data panel. Sufficient to say that we found that the three-speed gearbox was able to utilize every ounce of power available from the 1.67 b.h.p. engine. The range of the gears was: bottom, 7-17 m.p.h.; second, 9-25 m.p.h.; third, 12-max. m.p.h. This overlap meant a consistently high performance.

Perhaps the most striking single feature of the S2 is its smooth transmission. It is almost like the sensation which a large powerful saw produces as it slices cleanly through good timber. The gear change again can only be described as silky; gears engage like well-oiled tumblers in a lock. A new improved silencer, which is easily dismantled and cleaned, reduces the exhaust note to a low burble, when the engine is ticking over, to a pleasant buzz when it is running. The air intake, which is passed via an air filter in the frame, is kept to nothing more than a loud sigh.

Front leading link suspension and a rigid rear means that the solo rider avoids most really bad shocks, although he tends to be bounced around a bit on rough roads. With a pillion passenger,

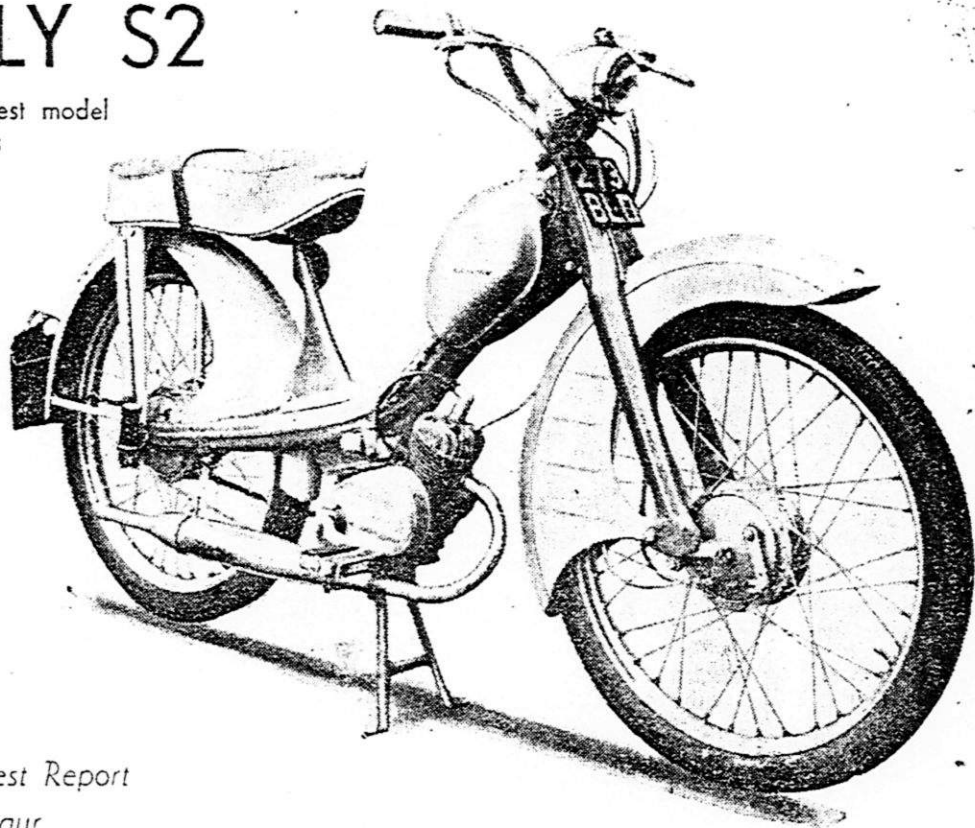
the rear end is more stable, and the well-sprung dual seat takes the sting out of the worst knocks. The leading links have an excellent movement, which is appreciated most when the front brake is applied suddenly.

Naturally the solo rider has no difficulty in finding a comfortable position, and with a passenger (standard size) there is no inconvenience. The handlebars are cow-horn in shape and not only give excellent steering control but reduce arm fatigue almost entirely on longer journeys. Certainly no complaints in this department.

Lights and horn: well above average. One of the machines which can both warn pedestrians and give a light by which it is

possible to steer with confidence on unlighted country roads. Complete satisfaction here.

Other equipment: one of the few speedometers really visible at night is fitted into the headlamp. It is marked realistically 0-45, with large figures which can be seen from normal sitting position. Good internal lighting ensures this at night as well. Here two minor complaints must be registered also. The centre stand, which is otherwise efficient, has no return spring, and has to be manually pressed into a clip which holds it in position. It was not that the manual work was disliked, but the fitting tended to unclip, allowing the stand to trail on the road. Also, why no luggage rack or tool box?



Specification

Engine: Two-stroke; air-cooled; 40 m.m. bore x 39 m.m. stroke = 49 c.c.; c.r. 1:5.5; output 1.67 b.h.p. at 5,100 r.p.m.
Carburetter: Bing single slide with automatic choke and wet air filter.
Gearbox: Three-speed box in unit construction, handlebar control. Multi-disc clutch.
Frame: Pressed steel box girder with leading link front suspension and rigid rear.
Tank: Fitted with quick-release mounting; capacity approximately 1 gallon.
Lighting: Flywheel mag-dyno, supplying 6 volts 17 watts to 15 watt headlamp and 2 watt tail lamp.
Wheels and brakes: Chromium-plated rims and full width 3½ in. diam. alloy hubs, fitted with 25 by 2½ low-pressure tyres; brakes internal expanding, front lever operated, rear back-pedal operated.
Equipment: Tyre pump, centre stand, electric horn, speedometer.
Finish: Light and Cambridge blue duo-tone system.
Concessionaires: NSU (Gt. Britain) Ltd., 134-136 King Street, Hamersmith, London.
Price: £86 16s. 11d. inc. P.T.

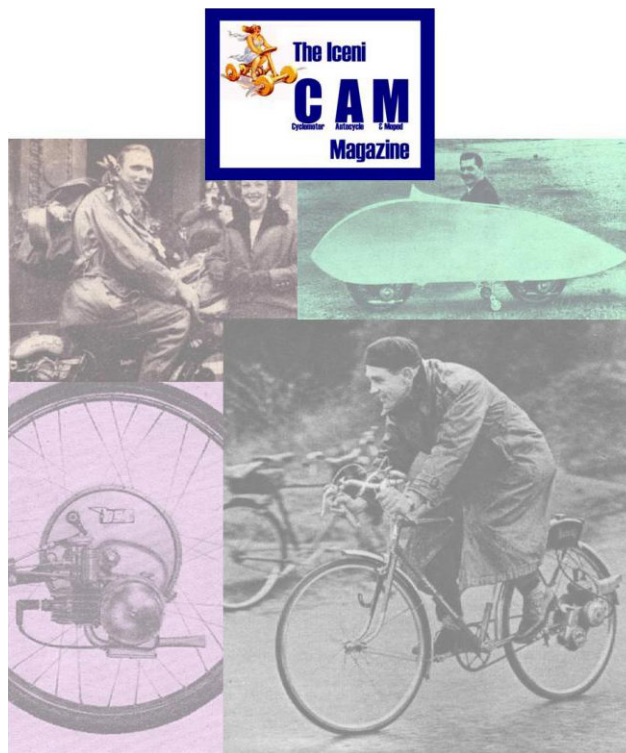
Performance

Maximum speed:
Flying 1/10th mile, 35 m.p.h.
Standing 1/10th mile, 19.7 m.p.h.
Acceleration:
No pedal assistance.
0-10 m.p.h., 2 sec.
0-20 m.p.h., 7 sec.
0-30 m.p.h., 18 sec.
Economy:
At 20 m.p.h., 163 m.p.g.
At 30 m.p.h., 131 m.p.g.
Hill climbing:
Time for hill: 1 min. 24.5 sec.
Second gear engaged at 0.2 miles; bottom gear not engaged.
Test hill 0.5 miles long; max. grad. 1 in 10, average grad. 1 in 16.
Braking:

	Front	Rear	Both
At 20 m.p.h.	28ft.	24ft.	20ft.
At 30 m.p.h.	51ft.	44ft.	35ft.

Pedalling:
Maximum pedalling speed, 13 m.p.h.
Comfortable pedalling speed, 7 m.p.h.
Tester's weight: 200 lbs.
Conditions for Test:
Slightly damp asphalt road, slight wind blowing along course.

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