

ROAD TEST REPORT

N.S.U. Quickly de Luxe

Model S

THE classic example of the continental mo-ped as it is known in this country is the *NSU Quickly*. It was the first of the breed to be put on the British market in effective numbers and soon became known to the public so well that it has achieved the position of being the standard by which all the mo-peds since then are judged.

In its original form the standard model was a utility design at a modest price and it was inevitable that, as soon as the machine was established, a demand would arise for more variety in specifications. One of the results of this became the *De Luxe* model which is the subject of this test.

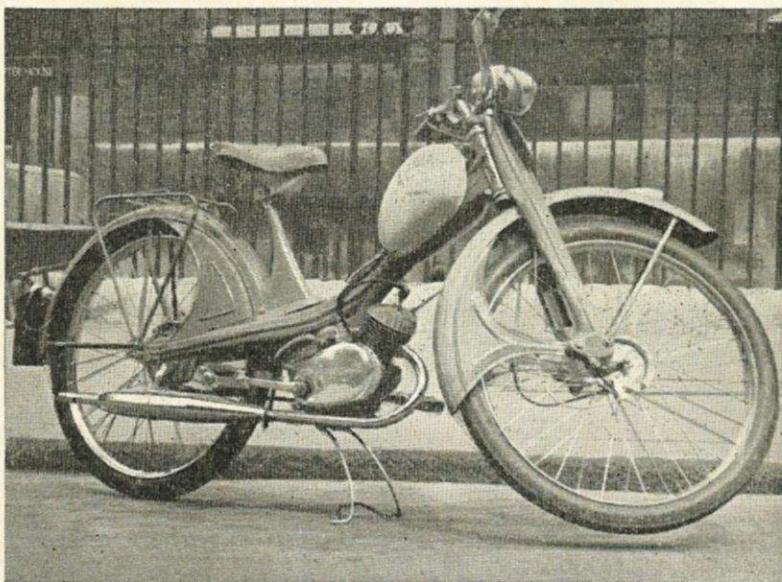
The extras on this model called the *Quickly-S* as against the Standard are a headlamp mounted speedometer, valanced mudguards, lifting handle and two colour finish with chromium plated wheel rims.

Frame and forks, engine/gear unit, wheels and fittings are the same as on the Standard model. The slightly over-square 49 c.c. engine is an all-alloy job with chromed cylinder bore with a claimed output of 1.4 b.h.p. at 5,200 r.p.m. on a compression ratio of $5\frac{1}{2}$ to 1. Primary drive is by gears to the 2-speed gearbox through a multi-plate clutch and final drive by chain with top run guard. The makers' flywheel magneto has 6-volt, 17-watt lighting coils and the carburettor is a *Bing* 1/9/1 needle jet. Wheels are 26-inch x 2-inch with internal expanding brakes.

The soft top saddle is adjustable for height and the handlebars for angle so that most riders can be comfortably accommodated. The wire centre stand is retained on the "S" model in addition to the prop stand.

Famous Engine

Performance is rather taken for granted in the *Quickly* range as the power unit is known all over the world as a lively and reliable job. Starting is first time hot or cold if the neat choke device on the lower box member of the frame is used in the latter case. A decompressor is provided to make things easy but the average rider can kick over the engine without it on either pedal.



The "Q" is the machine which established mo-ped standards in Britain. The *De Luxe* model has handsome valanced mudguards and headlamp-mounted speedometer

The standard of exhaust silence is very good and there are no rattles from engine or gearbox but there is a slight continuous whine from the primary gear drive when under load.

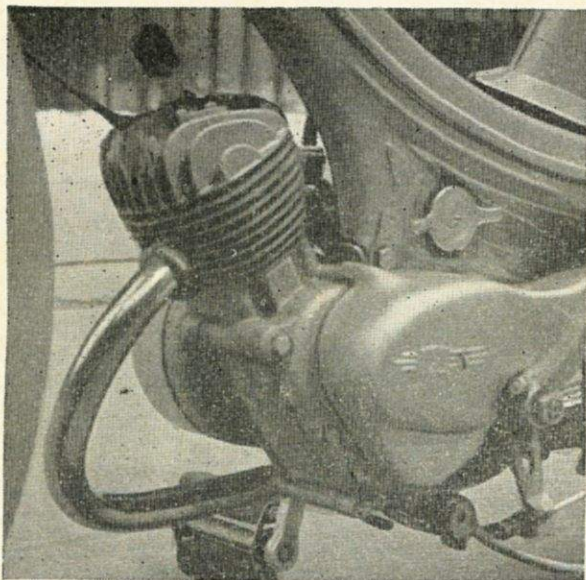
Acceleration is good and the flexibility of the engine enables top gear to be used from about 6 m.p.h. upwards if in no hurry. On the machine tested a maximum of 33 m.p.h. was quickly and easily attained on the level and could be held apparently indefinitely without distress, but the most comfortable cruising speed was just under 30.

Modest gradients seemed to effect the speed very little but real hills called for a change down when the speed dropped to about 15 m.p.h. The adequate power low down in the rev range enables standing starts to be made in gradients in the neighbourhood of 1 in 10 with only slight pedal assistance on the getaway.

The frame appears to be consider-

ably stiffened up since we rode one of the earlier standard models and this has greatly improved the steering. The whole machine feels solid and inspires confidence. Unfortunately the tyre pressures had to be set by intelligent guesswork as the tyre valves fitted cannot be gauged at the pressures required. Once these had been established by experiment, road holding and comfort came well up to modern standards even on rough cobbles.

Brakes are fairly good together or the rear brake alone, but that on the front end is still rather feeble compared with other current examples. The lack of parallel linkage for the front brake torque arm causes the forks to ride up when the brake is used at all hard, a sort of "bottoming in reverse" effect that is worrying at least to a rider unaccustomed to it. Another of these early faults over which the manufacturers have been obstinate is the notorious centre stand. However, a prop



The NSU engine is powerful, and extremely well silenced.

stand is available on the "S" model as an optional extra.

Perhaps the most useful of the *De Luxe* features on this model is the extra valancing of the mudguards which greatly improves the appearance of the machine as well as offering full protection from wheel-flung mud. The lifting handle is nicely placed at the point of balance and the machine can be lifted very easily over steps.

One Up

With thousands of the brand already on the road there is little one can say about the model "S" in summing up except that it is one up on the Standard model in various details of looks and comfort.

The engine is the best part of the machine and can hardly be faulted but we would like to see further improvements in the front braking and perhaps a little tidying up of the handlebars and headlamp mounting. For reliability and ease of handling the "Q" is first class and we can well understand that the demand for this fully equipped model is lively. It is a sound and very practical vehicle.

SPECIFICATION

ENGINE : Two-stroke single, bore 40mm. x stroke 39mm., 49 c.c. compression ratio 5.5 to 1, output 1.4 b.h.p. at 5,200 r.p.m. Makers flywheel magneto with lighting coil. "Bing" carburettor type 1/9/1. Oil wetted element air cleaner inside frame. 2-speed gearbox, multi-plate clutch.

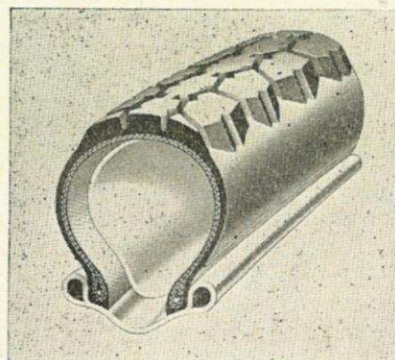
FRAME : Beam type, all-welded pressed steel. Pressed steel forks, bottom link with undamped coil springs.

WHEELS : 26-inch x 2-inch, Continental" tyres. Hub brakes.

EQUIPMENT : Headlamp mounted speedometer, electric horn, number plates and licence holder. Prop stand and legshields optional extras.

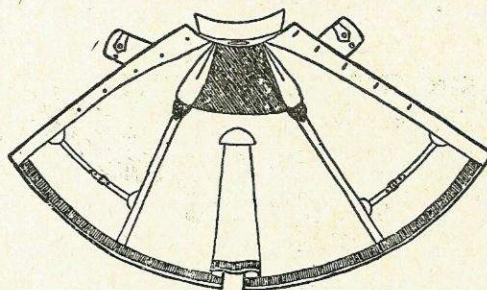
PRICE : £74. 3s. 4d. (including Tax).
CONCESSIONAIRES : N.S.U. (Gt. Britain) Ltd., 134-136, King Street, Hammersmith, London, W.6.

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WOMENS SIZES

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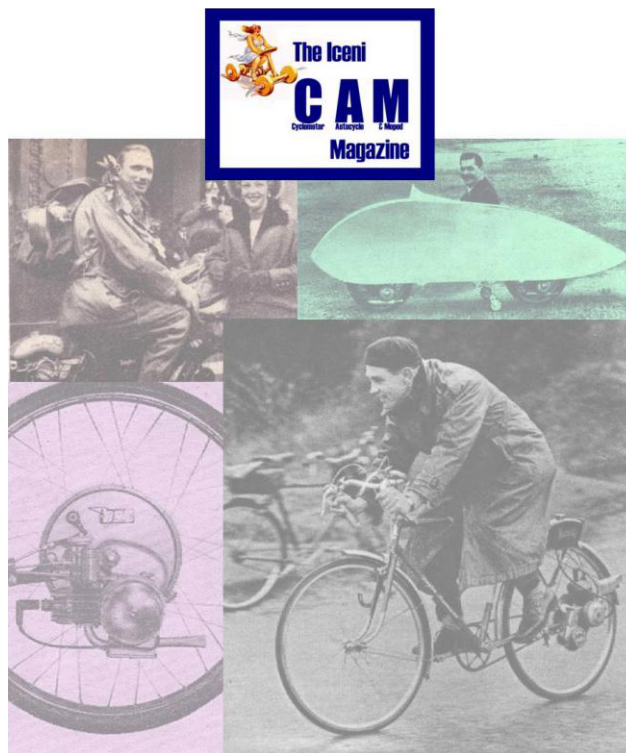
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