

A worthy horse from a well-known stable. The Quickly combines size and speed.

because of the larger wheels (26in.) I did not suffer any instability at slower speeds.

The long, slender silencer which denotes the German two-wheeler again heralds a silent engine. It also gives the Quickly a distinctive note at low speeds—a rather musical click.

On the CYCLING AND MOPEDS test hill there were no difficulties at all and in fact as the revs. mounted during the lower and less steep section, it was hard to imagine from the sound the engine was making that we were actually going uphill. Any time under two minutes is good for this particular hill and with 1min. 54sec. the Quickly was comfortably within this estimate.

Another thing that pleased was when I came to make the "flying 1/10th" runs. To achieve a reasonably accurate speed over the selected stretch it is necessary to gain top speed some distance beforehand and to hold it. During the whole of this considerable strain on the engine there was the minimum of vibration in the frame and the Quickly behaved as if all it wanted to do was to get through that measured 1/10th of a mile as efficiently and silently as possible.

I'm afraid I did not like the braking too much. The front brake was handy, if a little weak, but it took me some time to get used to the rear back-pedal brake. Before a braking action occurred in the hub, the pedals required quite a large amount of slack to be taken up and I frequently found myself at the bottom of the pedal stroke (i.e. in the least effective position) without having obtained much effect.

The Model S is equipped with a side-stand and a speedometer. The former is of use only on firm surfaces and I normally used the centre stand. This by the way is one of the few stands with which I have met that is not sprung and does not return when the moped is taken down ready for use. It is also flexible and when in use the upper part of the moped has a tendency to sway in the breeze.

A most ingenious place has been found to store the Quickly's tools and the screw-locked box is located between the crown of the forks and the handlebars. If the lid were a little easier to replace this would be the most perfect and certainly the most unobtrusive toolbox I have seen.

Looking back on this report I seem to have criticized rather a lot. If this has given a unfair picture of the Quickly it is inaccurate. Other things, such as the country-wide distribution of this moped, should be considered, as well as the fact that it is a spritely two-speeder which would carry a 25-stone giant comfortably.

## ROAD TESTING —

# THE NSU QUICKLY S

Centaur reports on one of the famous machines from Neckarsulm

**STAND** on the corner of a busy street and keep an eye open for mopeds. It won't be long before an NSU Quickly in one of its guises passes you, for, apart from being one of the first successful mopeds to be manufactured, the Quickly has retained its popularity over the years and continues to appear in ever-increasing numbers.

It may well be that the NSU moped made its mark in the days when there was not too much competition in the field, but this is not still the reason for its sales. It is only necessary to sit on one of the present-day Quicklys and perhaps ride for a couple of hundred yards to discover why there are so many NSU mopeds on the roads today.

First, dimensions. At 6ft. 1½in. and 220lb., I do not fit easily on to every moped I road test. I do not make a great point about this unless I have been unbearably uncomfortable, as I realize that my height and weight are above average and any complaint of this type will be of a specialized nature. However, there are no criticisms on this score as far as the Quickly is concerned. It could have accommodated someone with far greater measurements than mine. The handlebars are probably unique in shape and are easy to use, while the rest of the frame is sleek yet designed on generous lines.

The engine is a well-proven unit and needs little introduction. There are two points to get used to with it. One is, that in first gear you need a fair amount of revs. before changing up and this leads automatically to point two. Changing down below a fairly high speed produces an unpleasant crashing noise in the gearbox region. On occasions I was able to compensate by blipping the throttle

but I would have needed two or three hundred more miles before this became instinctive. These two factors did not detract from the Quickly's performance, of course, and I found the accelerative powers very useful. When competing with two of the main bugbears for moped riders—large lorries and buses—I found that it was quite easy to outdistance both from a standing start.

The tail end of my model S was of course rigid, and I came in for a few jolts because of this. The leading-link front forks coped with nearly everything the roads offered, but on one or two occasions they did bottom somewhat alarmingly. In general, however, the NSU hardly needed any manhandling at all

### Performance

**Maximum Speed:**  
Flying 1/10th mile, 31 m.p.h.  
Standing 1/10th mile, 19 m.p.h.

**Acceleration:**  
0-10 m.p.h. 5sec.      0-20 m.p.h. 11.5sec.  
0-30 m.p.h. 25sec.

**Economy:**  
At 20 m.p.h. 120 m.p.g.  
At 30 m.p.h. 100 m.p.g.

**Hill-climbing:**  
Time for hill: 1min. 54sec.  
First gear engaged at 0.4 miles  
Test hill 0.5 miles long; max. gradient 1-in-10;  
average gradient 1-in-16.

Braking:	Front	Rear	Both
At 20 m.p.h.	35ft.	30ft.	17ft.
At 30 m.p.h.	65ft.	60ft.	40ft.

**Pedalling:**  
Maximum pedalling speed: 15 m.p.h.  
Comfortable pedalling speed: 8 m.p.h.  
Tester's rating: Easy to pedal.

Tester's weight: 220lb.

### Specification

**Engine:** NSU two-stroke; 40mm. bore x 39mm. stroke = 49c.c.; c.r. 5.5 to 1; 1.3 b.h.p. at 5,000 r.p.m.

**Gearbox:** In unit with engine; two speeds with handlebar twist-grip control; gear primary and chain final drives; kick starting.

**Frame:** Welded up from steel pressings; leading-link front forks, rigid rear end.

**Tank:** 7 pints.

**Lights:** Head and tail lamps fed direct from fly-wheel magneto generator.

**Wheels and brakes:** Both brakes 3½in. internally expanding, rear brake operated by back-pedalling; chromium-plated rims; rust-proof heavy gauge spokes; 2.00in. x 26in. Continental tyres.

**Equipment:** Tool kit; inbuilt tool box; tyre pump; luggage carrier with spring clip; centre stand; horn; head lock; speedometer; side-stand.

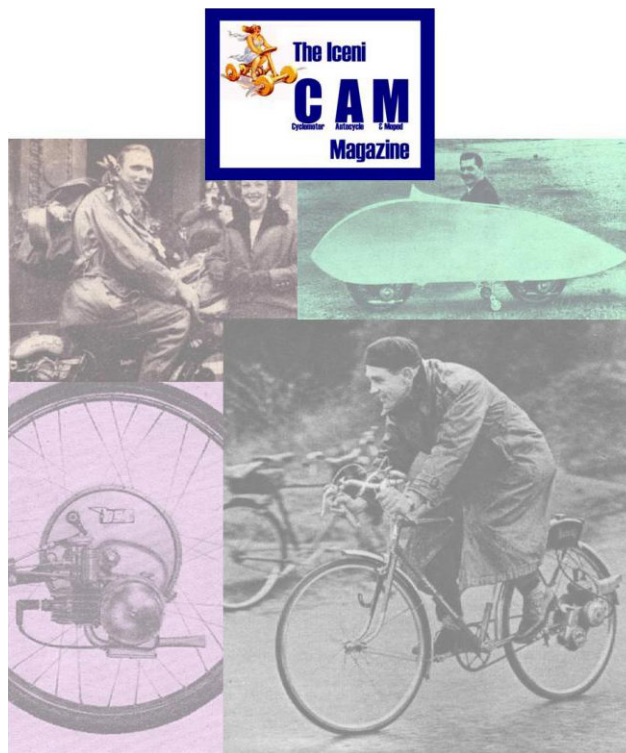
**Finish:** Duo-tone blue or green with chromium-plated details.

**Weight:** 98lb.

**Concessionaries:** NSU (Great Britain) Ltd., 7 Chesterfield Gardens, London, W.1.

**Price:** £73 15s. 9d.; Legshields. £6 7s. 6d.; wind-screen, £3 3s., rear carrier bags green or grey waterproof leathercloth, £3 3s.; saddle cover, 10s. 6d. All prices inc. P.T.

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