Keep off the grass there! It's no good looking wistfully at the Quickly when the wife has already ordered you to mow the lawn. Besides, it gives her a good excuse to ride down to the shops.

The NSU at a GLANCE

Maximum Speed : 33 m.p.h. in 27 sec. from rest.

Economy : 123 m.p.g. at 20 m.p.h.
108 m.p.g. at 30 m.p.h.

Braking : .....

	From 20 m.p.h.	From 30 m.p.h.
Both brakes ..	15 feet.	35 feet.
Front only ..	30 feet.	61 feet.
Rear only	25 feet.	55 feet.

Load carried during test : 200 lb.

Engine : NSU two-stroke; 40 mm. bore x 39 mm. stroke = 49 c.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 : 1-gal. capacity.

Lights : Head and tail lamps fed direct from flywheel magneto-generator.

Wheels and Brakes : Both brakes 3½-in. internal-expanding; rims enamelled; rust-proof, heavy-gauge spokes; 2.00-in. x 26-in. Phoenix tyres.

Equipment : Tool kit; inbuilt tool box; tyre pump; luggage carrier; centre stand; horn; head lock.

Finish : Beige enamel, with chromium-plated details.

Weight : 92 lb.

Makers : NSU a.g., Neckatsulm, Germany.

Concessionaires : NSU (Gt. Britain) Ltd., 7, Chesterfield-gardens, London, W.1.

Price : £66 1s. 7d. inc. P.T. Speedometer inc. P.T. £2 17s. 6d.

NSU QUICKLY STANDARD

One of the world's best known mopeds tested in latest form

MENTION mopeds to the man in the street, and two to one he will reply, "Oh, yes. One of those little NSUs!" It is a testimonial to the efficiency of the NSU "Quickly" that, within five years of its introduction, it has become, in the public mind, the very embodiment and symbol of a whole class of machines, many of them quite dissimilar in conception from the "Quickly" itself.

There are many reasons for this, of course. The "Quickly," a two-speed, pressed-frame type of moped, has lines which do not date, and which make it an eye-catcher even now, when one is thoroughly familiar with it. It has had some notable sporting successes, and is backed by efficient service organizations.

Given all this, however, one still needs a machine of more than average calibre to make its mark as surely as the "Quickly" has done, and that is just what this NSU is—a mass-production moped which, in some respects, equals or surpasses far more costly mounts.

First and foremost, the NSU is equipped with a superb engine unit. It is difficult to believe that this motor is produced at the rate of 1,000 per day, for it has all the characteristics of a unit built for a smaller and more fastidious market than the moped public is commonly supposed to provide. The very existence of the "Quickly" itself disposes of that fallacy. It is smooth, powerful and quiet. Its top-gear pulling power is remarkably good—equal to that of several of the sports-class units I have tried—and as a result its hill-climbing is above average.

Additionally, the gearbox is sweet and slick in operation; the ratios seem nicely spaced, and the clutch is free from either drag or snatch. All of which makes for a moped which is a delight to drive, whether on the open road—where its tireless "upper 20s" cruise is reinforced by excellent handling characteristics—or in crowding traffic, where its slick acceleration helps to keep it up with the leaders.

It is a pity, then, that a fine engine and frame are somewhat spoiled by detail work which leaves the gingerbread devoid of gilt. The saddle, for instance, has no adjustment for tilt, and a heavy rider tends to compress the spring so much that he is in constant danger of sliding backwards. The front forks on the test model developed an annoying squeak after 50 miles' running, and appeared to have springs which were too soft for the job, though the newly added rebound buffers were a welcome improvement over earlier models. Then there was a fuel tap which persisted in seeping; and the rather flimsy stand. But worst of all is the inadequacy of the brakes. On a machine of the "Quickly's" potential, they are just not good enough. Less sprightly mopeds can get by with "below average" brakes—the "Quickly's" own manifest virtues demand that its stopping needs to be as reliable as its performance in other ways. The front brake, in this case, was weak, and the rear one, though effective, demanded an uncomfortably high pressure on the back-pedalling mechanism to achieve results. One can welcome the extra weather-proofing applied to the 1958 front brake, however. It should materially enhance wet-road safety.

With one major reservation, then, I can sum up the "Quickly" as being, deservedly, the acknowledged leader in its own field, capable of improvement, but none the less a good business proposition and a sound investment for the average rider.

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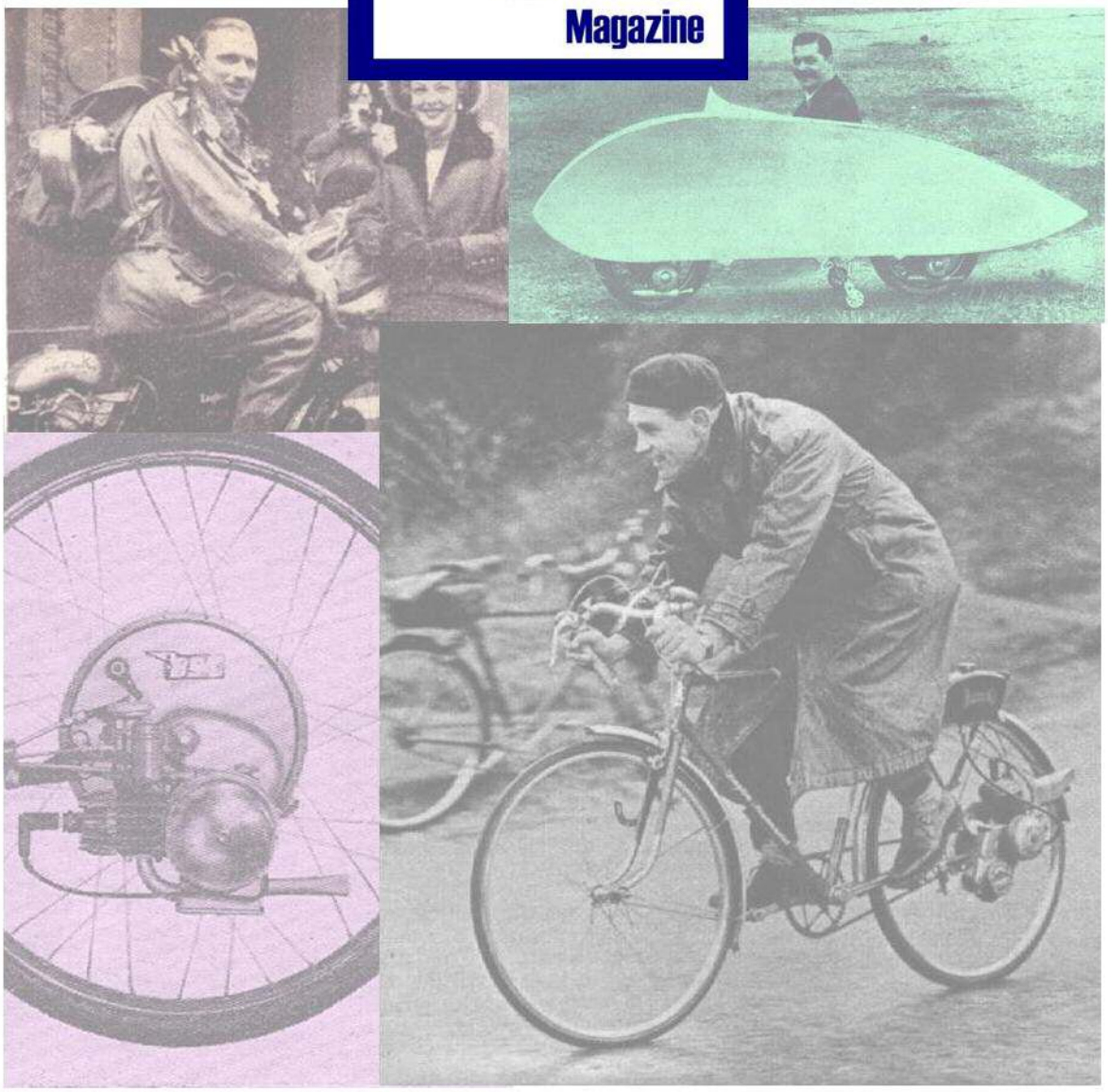

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