

GOOD NEWS



All about the Quickly-L

500,000 people who were as fond of their money as you.....

500,000 people who were looking for a moped like you.....

500,000 people who could choose from almost 45 makes of moped like you.....

decided in favour of the NSU-Quickly and kept the assembly line in the NSU works on the move, with the result that a short time ago the

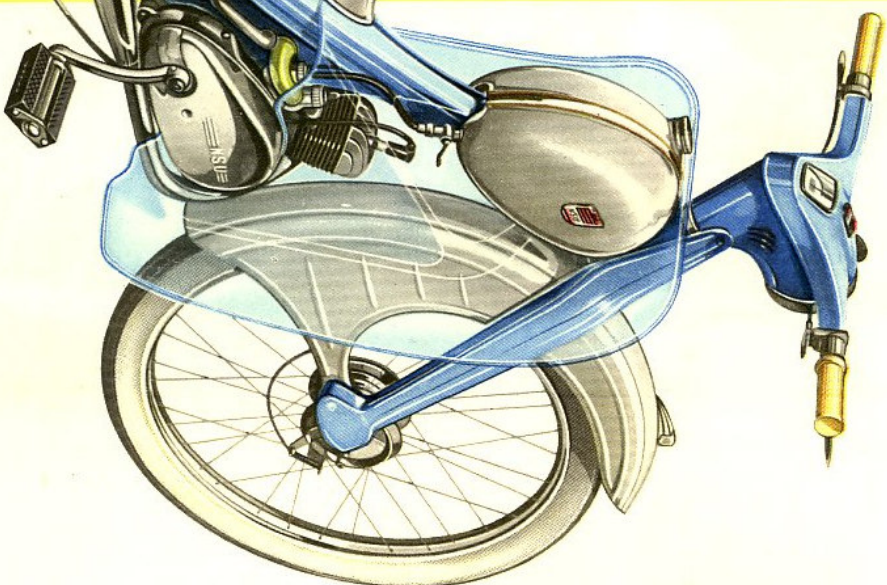
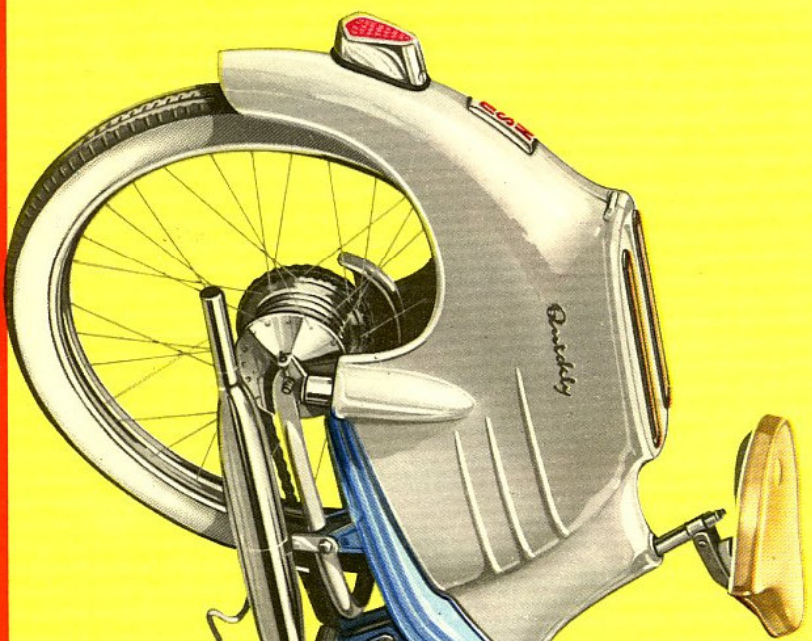
500,000th NSU-Quickly

was sent out into the world. This is a total which has not been approached by any other moped. Surely this should make your choice easier! But you need not be satisfied even with what was found satisfactory by half a million people, for NSU has developed the Quickly technically, and improved its lines.

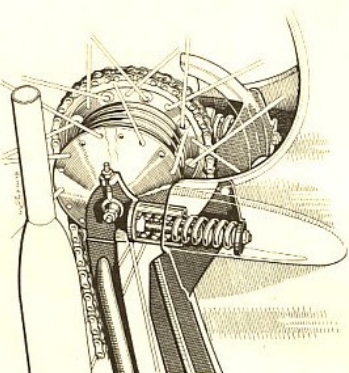
This model is called the

QUICKLY-L

or sometimes the Quick there is in plenty with dropped any of the m earlier Quickly models begin with the change



Here is the new rear-wheel springing which NSU has put on the Quickly-L. It is as robust and tough as the Quickly engine. The sprung fork has a travel of just over 1½ inches. Where that is not enough, new roads will have to be built! The bottom link springing in front, which has proved excellent, has been retained.

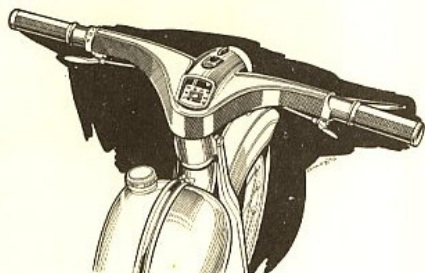


Although the Quickly has no need to hide itself, NSU has enclosed it at the front and at the back. Smart, isn't it? It also has its practical side though. The side shield which is extended high up on the front mud-guard prevents the tyre from throwing mud about. The casing round the rear wheel actually comprises more than side shields; it amounts to coachwork half-way round the rear wheel, widened out at the top to form a luggage carrier. Those riders who like to clean their Quickly themselves will be specially pleased to

Quickly Super. L means luxury. And luxury in this magnificent machine. NSU has not many good points which have made the L so popular and so famous. But let's get on:

hear that the rear-wheel casing can be taken off.

Anyone who likes to feel the wind whistling round his ears, but not round his legs, can have his Quickly-L fitted in a moment or two with a leg-shield made by NSU. This not only keeps off the wind and wet, but makes the Quickly-L look like a really smart scooter. Any NSU dealer will fit this shield for you at once, and from then on you can be sure that nobody in front can annoy you by spraying your legs with stones or dirt. You will also like the white-walled tyres on the Quickly-L; these are standard, and are included in the price.



Even in the dreariest places riders on the Quickly-L have a pleasing sight before their eyes: the pressed steel section handlebar, which is absolutely up-to-date in shape and equipment. The best thing is the three-in-one combination: headlamp, handlebar and speedometer (with milometer)

built into one unit. Another thing: the tangle made up of cables and electric wires has completely disappeared into the channel, so that it is protected from the wet and from meddling fingers.

This modern handlebar, which hitherto has graced only the NSU Superfox and the Prima machines, even has a warning voice: a built-in horn.

There are many marks of the smart man. Rolled umbrella, bowler, and if he is a driver, a good, dignified colour combination for his vehicle. Since the Quickly-L is a luxury job, it naturally falls into line: pressed steel frame, pressed steel section handlebar and front forks stand out nicely from the tank and the wheel casings. There is a choice of Lido blue/pearl grey, coral red/whale grey and Virginia brown/sand yellow.

Another point: The Quickly-L is particularly easy to start, because it has a decompressor lever. As you know, the Quickly does not need pedalling like a push-bike, but is started on the stand like a real motor-cycle.

Although the Quickly can stand firmly, even on a slope, on its useful side prop, it has also a centre stand in case a puncture has to be attended to. Even though you are not always sure as to the amount of fuel you have, your Quickly tank is of generous size: one gallon, and the journey you can make with this is as long as—well, it's as long as you can reasonably expect, say, 160-180 miles. In case of need there is also a reserve of one pint.



Not unimportant but known for a long time:

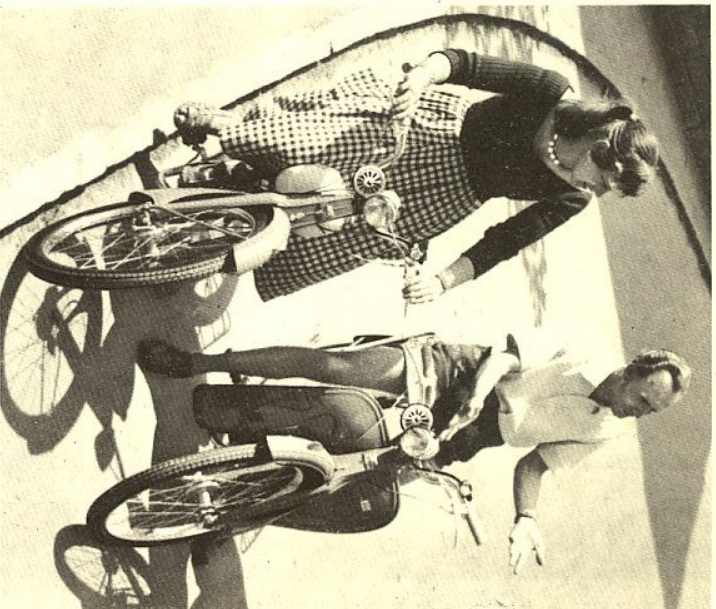
The tough NSU two-stroke engine, of which there are already over half a million showing their paces, powers the Quickly-L. It takes hills in its stride. Ask any Quickly owner. Very few of these engines have ever seen the inside of a repair shop. It's impossible to get the Quickly down. That is one of the reasons why the Quickly is far and away the world's most popular moped.

Often copied but never equalled: the pressed steel frame. The Quickly-L has it too. It costs an awful lot to make, but cannot become twisted; and it ensures that the Quickly still runs absolutely in line even when it is some years old.

The Quickly takes in only filtered air; this reduces engine wear to only a fraction of what it used to be. The Quickly-L has real motorcycle internal expanding hub-brakes, which bring you to a perfect stop, whatever your speed.

Simpler, but fundamentally as good:

QUICKLY-N and QUICKLY-S



If you are fed up with walking, but feel that you can't afford a Quickly-L, there are still the two simpler versions of this luxury model, the Quickly-N (or Standard) and the S (De Luxe) model. In power, lasting qualities and rigidity they are the equal of the L model; after all, they made the name Quickly famous. Let's take a look at what the three models have in common.

NSU 49cc. two-stroke engine (low consumption, quiet, long life).

Pressed steel frame (makes the Quickly as rigid as a concrete post).

Pressed steel forks with bottom links (the Superlux and the famous Max work on the same principle).

Totally enclosed brakes (and there are two, as on a real motorcycle).

Quiet air filter (dust is not drawn in to ruin the piston).

Only **one chain** (which cannot slip and which is independent of the rear brake).

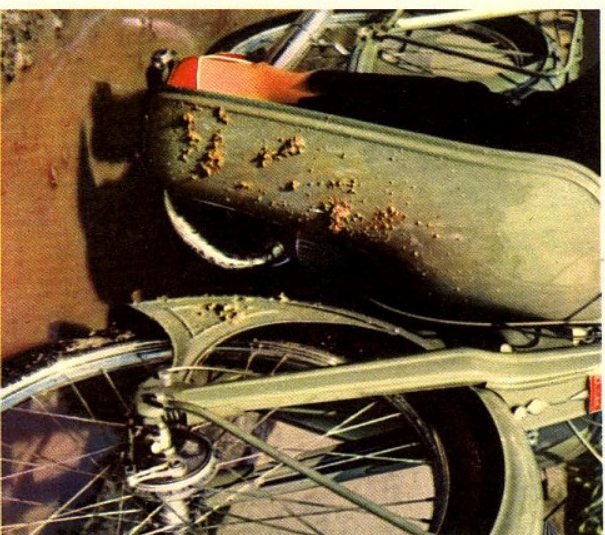
Two gears (as the Quickly engine is so flexible, you have the right gear for any conditions).

Knock-out spindles (only somebody who has taken off a wheel knows what you suffer without them).

There are NSU agents, trained in service and maintenance, all over the world.

This is what the Quickly de Luxe has over and above the equipment of the Standard machine:

Speedometer in the headlamp casing
Sideshields on the front and back mudguards
Side prop—chromium-plated rims
Two-colour enamel (grey and blue)



A Smart Job

This is another advantage which all three Quickly models have: They can be turned into a scooter in a jiffy, by getting your NSU agent to fit one of these shaped leg shields. This isn't simply a bent bit of tin, but a specially constructed shield which keeps the cooling air stream off the driver's legs while allowing it to reach the engine. This shield also keeps off the mud, the dust and those unpleasant small stones.

Naturally, the colour matches the Quickly exactly. Naturally, the shield is a good fit and doesn't rattle. And it can be fitted to used Quicklys. Naturally, the machine for you—

**The Quickly - L
the Super Quickly**

Printed in Germany



NSU WERKE AKTIENGESellschaft NECKARSULM