



Now is the time when longer days and light evenings give you the urge to get out on the open road and go places. Now is the time to *think Quickly* and place your order as this sensational new autocytle, which offers so much for so small an outlay, is selling in thousands. With its motorcycle type brakes, its low centre of gravity and strong pressed steel backbone the *Quickly* gives maximum safety and roadholding. Two-speed gearbox and a weight of only 73 lbs. make it simple to ride, park and garage, while a strong-pulling, silent two-stroke engine gives you 180 m.p.g. Easy terms are available so there is no reason why you should not

... **get out and about**
on a

Quickly



49 c.c. STREAMLINED AUTOCYCLE

Brief Technical Details:

NSU 2-stroke 49 c.c. capacity engine :
magneto driven lighting equipment :
two-speed gearbox operated from
handlebars : chain transmission : stream-
lined, pressed steel backbone frame :
front springing by bottom links : knock-
out front and rear axles : weight 73 lbs :
tank capacity $\frac{3}{4}$ gallon : tyres 26" x 2.00" :
Average fuel consumption 180 m.p.g.

£49.18.4

Plus Purchase Tax £9.19.8
(Or Easy Terms)

Here's service for you..



NSU LECTURE AND SERVICE VAN TOURS THE COUNTRY FOR YOUR BENEFIT

The specially equipped Demonstration and Lecture Van illustrated above has been touring through the U.K. to ensure that Dealers have the latest technical information to enable them to maintain the high standard of service expected of all 'Quickly' stockists.



Quickly

THE SENSATIONAL
49 c.c. STREAMLINED AUTOCYCLE



£49.18.4

Plus P.T. £9.19.8 (or Easy Terms)

- IT'S SAFE • IT'S CHEAP
- IT'S SIMPLE

Here's what the 'Quickly' offers you:— Low centre of gravity · Pressed steel backbone · Front springing by bottom links · Knock-out front and rear axles · Strong pulling, silent two-stroke engine

180 M.P.G.

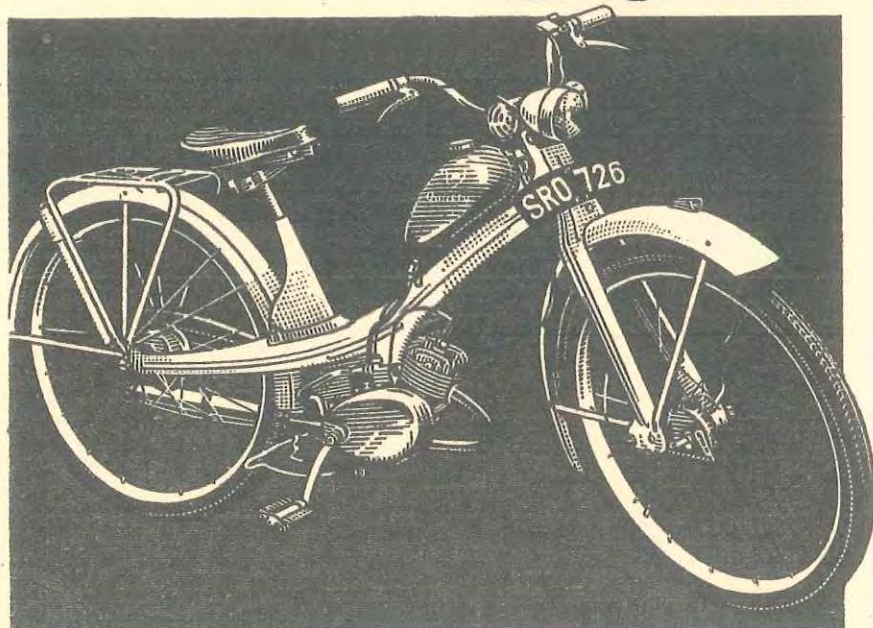
For the latest leaflet and name of your nearest dealer write to —



Spring again-

... make the most of the longer days and warmer weather — enjoy going places safely, easily, quickly and economically on the famous Quickly autocycle. By placing your order now, the sooner you'll enjoy being . . .

out and about on a
Quickly



With its motorcycle type brakes, low centre of gravity and strong pressed steel backbone the Quickly gives maximum safety and road-holding. Two-speed gearbox and weight of only 73 lbs., make it simple to ride, park and garage, while a strong pulling silent two-stroke engine gives wonderful hill climbing and 180 m.p.g.

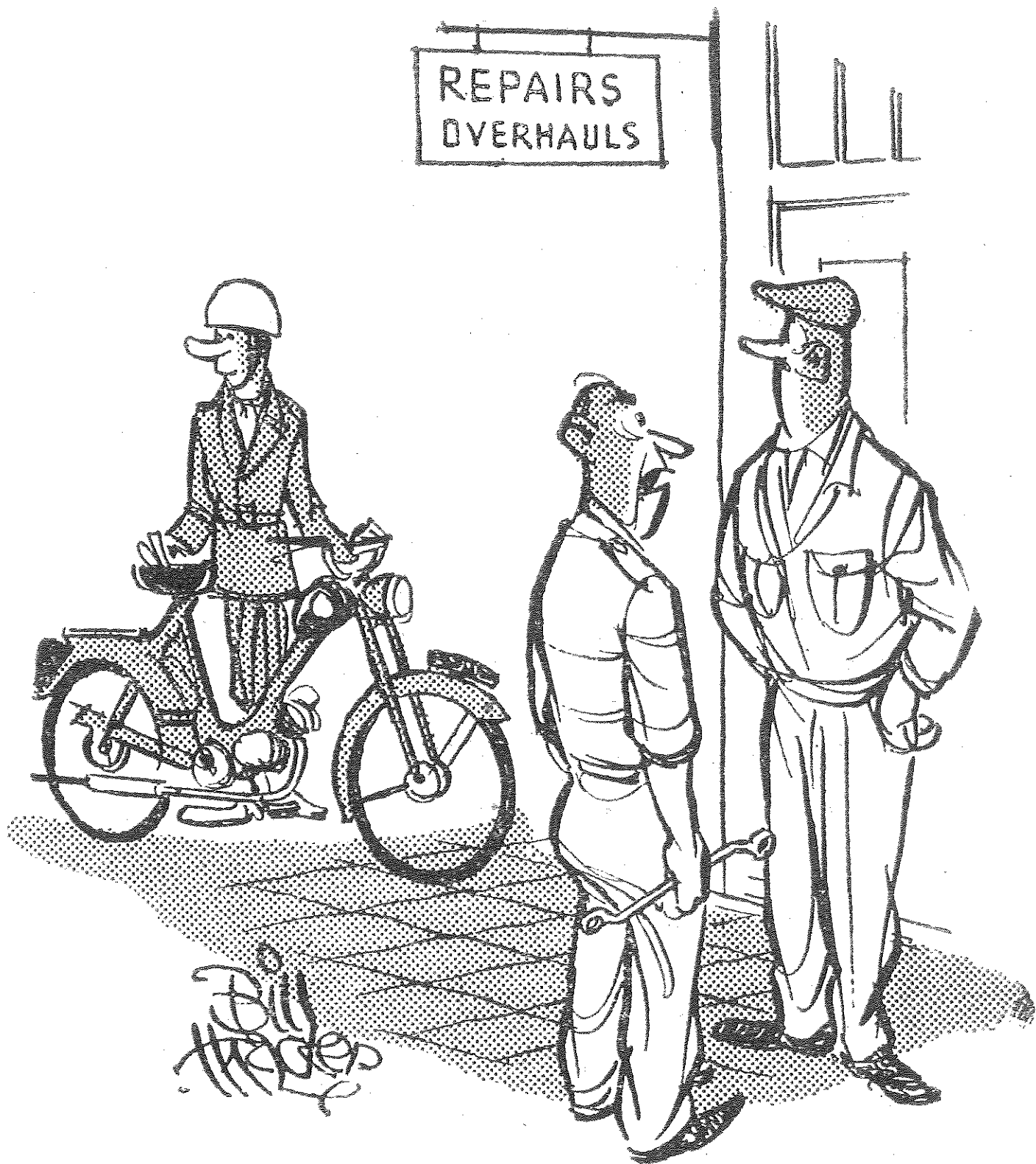
Brief technical details:

NSU 2-stroke 49cc capacity engine; magneto driven lighting equipment; two-speed gearbox; chain transmission; stream-lined pressed steel backbone frame; front springing by bottom links; knockout front and rear axles; tank capacity $\frac{3}{4}$ gallon.

£61.17.11 including P.T. £11.19.7

For leaflets and name of nearest Stockist write to :

NSU (GREAT BRITAIN) LTD. Head Office & Sales : **7 Chesterfield Gardens - London - W.1**
Spares & Service **Broomfield Road, Ealing, London, W.13**



“Wants me to bore it out to 51 c.c.—so’s he can use it on M1”

850 MILES ON 32 SHILLINGS

LAND'S END TO
JOHN O' GROATS



Tim Wood, the young racing driver, has just ridden his N.S.U. 'Quickly' autocycle from Land's End to John o' Groats. Total distance: over 850 miles. Total fuel cost: under 32/-. This remarkable feat is a great tribute to Mr. Wood's enterprise. A great tribute, too, to his magnificent little N.S.U. machine. And a tribute, we're proud to say, to the service he got at Shell and BP Stations on his route — the new service of the Avery-Hardoll Petroiler, which serves 2-strokes with petrol and oil perfectly mixed, in exact proportion, with the utmost speed and convenience. The Petroiler is not yet fully distributed. Look for it on your local Shell and BP Station — if it hasn't arrived, it's coming soon.

SHELL and BP

TWO-STROKE PETROIL SERVICE

END-TO-END "QUICKLY"

Three Days on a "Mo-ped," Under A.-C.U. Observance, from Land's End to John o' Groats

ON Saturday morning, April 16, promptly at 8 a.m., Tim Wood, 27-year-old racing-car driver set out from Land's End on one of the most ambitious projects yet undertaken with a mo-ped. His mount for his trip (as mentioned in last week's issue) to John o' Groats was an N.S.U. "Quickly" on which he hoped to complete the journey for a running cost of under 25 shillings. The test was to be A.-C.U. observed throughout.

Three days later on Tuesday of last week, he arrived at John o' Groats, well ahead of his time schedule, but having exceeded his fuel target by 3s. 11d.

Most readers will be conversant with the specification for the "Quickly" but, for others, the salient points are a pressed-steel frame and forks (these are of bottom-link type), a 49 c.c. engine—two-speed-gear unit, twist grip operated, and front and rear internal-expanding brakes. Power output of the 49 c.c. two-stroke engine is claimed to be 1.4 b.h.p.; gear ratios are 10.1 and 5.2 : 1. An interesting point on a machine of this size is that both wheels have knock-out axles, to simplify wheel removal.

The fuel used for the test was supplied by the Shell and B.P. Two-Stroke Service from one of their new "petroiler" pumps and consisted of a 20 : 1 Shell/Shell X100 mixture.

The route taken may be of interest to readers; here, then, are some of the better known points on it:—

Start at Land's End, Redruth, Tedburn St. Mary, Taunton, Gloucester, Tewkesbury, Worcester (stay overnight), Wellington, Newton-le-Willows, Preston, Lancaster, Kendal, Shap, Carlisle, Gretna Green (stay overnight), Lanark, Stirling, Bridge of Allan, Amulree, Kingussie, Inverness (stay overnight), Dingwall, Helmsdale, Wick to John o' Groats.

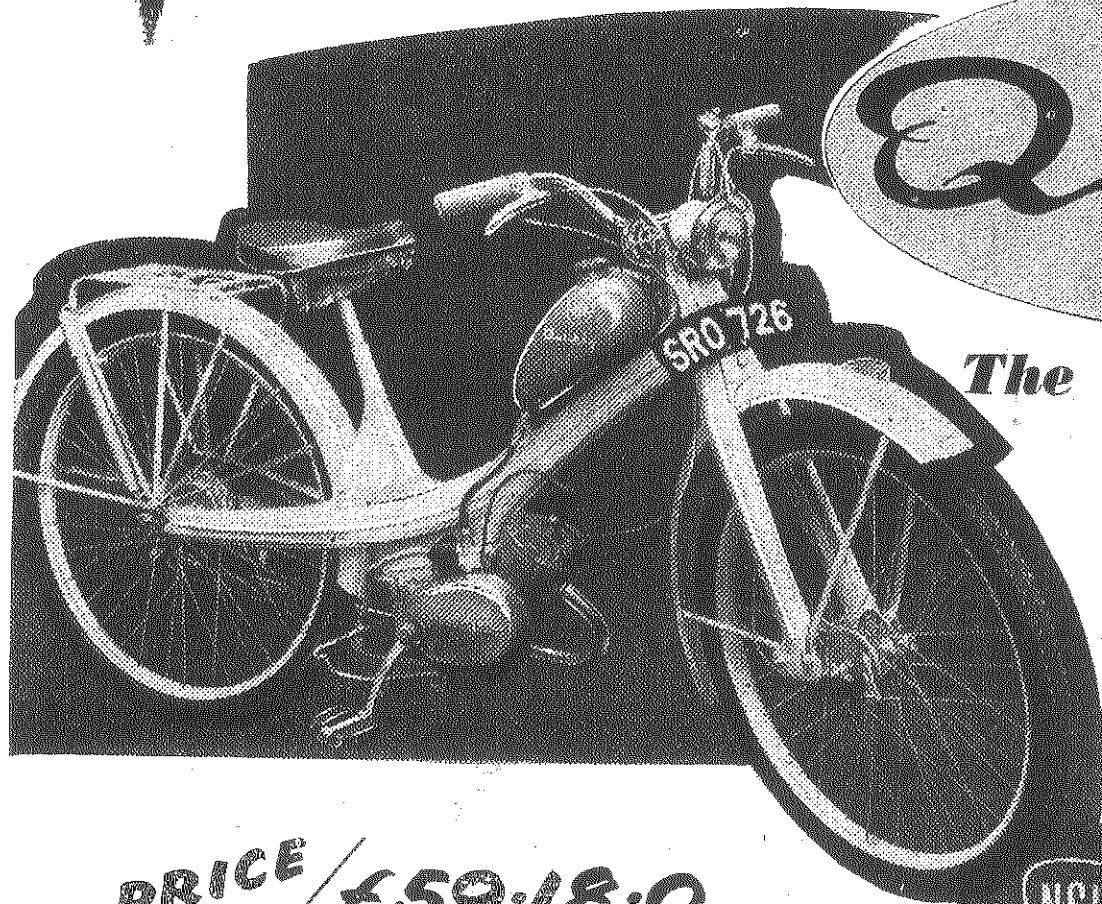


Well on the way, with 679 miles behind him, Tim Wood stops for fuel at Dunblane, between Stirling and Crieff.

For the trip of 880 miles, petroil consumption worked out at 139.64 m.p.g. and the average speed (running time) at 23.95 m.p.h., both of which are comparable with the results obtained by *Motor Cycling* and the "Quickly" used on the "staff outing to Brighton" described in last week's issue.

They're all selling -

Quickly!



The new - safe - cheap - simple Autocycle

Small wonder the sensational new QUICKLY is already a success.

A tough little 49 c.c. engine that gives 180 m.p.g., runs silently and reduces maintenance to a matter of pence. Front and rear motor-cycle type brakes and a specially designed, pressed steel backbone frame giving added safety and terrific strength. And a two-speed, handlebar-controlled gearbox and total weight of only 73 lbs. that makes riding, parking and garaging simplicity itself.

For anyone on the look-out for a really safe, inexpensive and simple form of personal transport, what more could you want?

Fuller details perhaps and the name of your nearest stockist — then write today to:

NSU DISTRIBUTORS (GREAT BRITAIN) LTD.
Home Sales & Service: Stevenage, Herts.
Head Office & Commonwealth Sales:
7 Chesterfield Gardens, London, W.1.

We'll be on STAND 174 at the Cycle Show

PRICE / **£59.18.0**
(incl.) or easy terms



RIDE *Safely-Cheaply-Simply*

on this **SENSATIONAL NEW**
Streamlined

Quickly

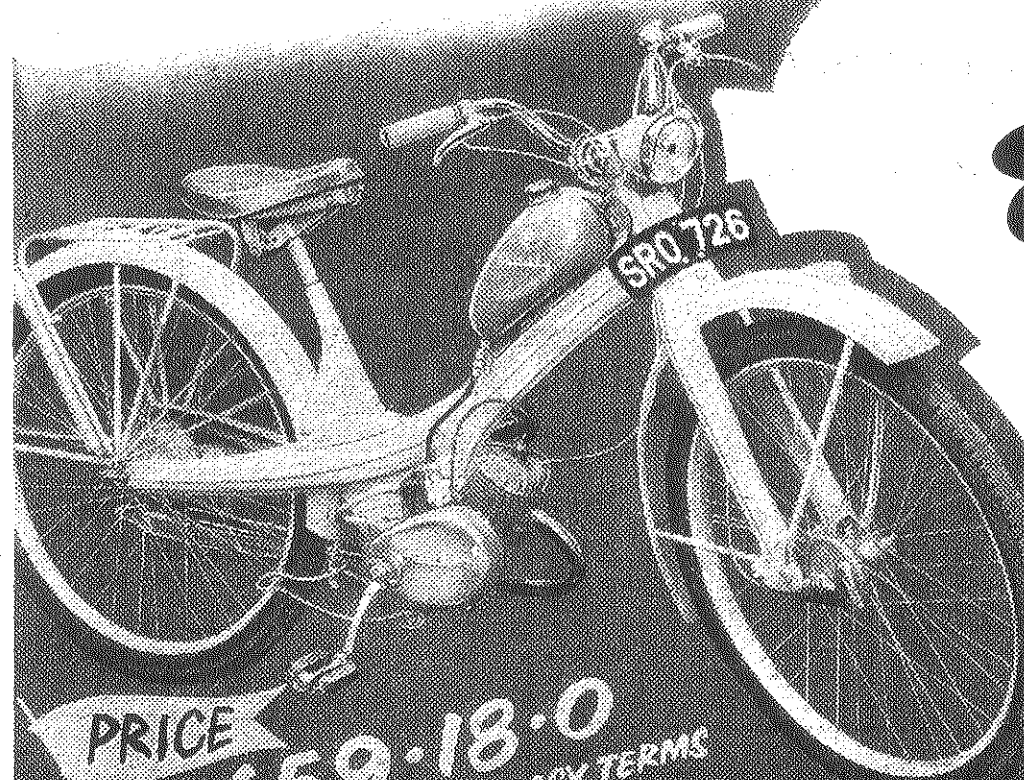
Here's your answer to the problem of personal transport—the new QUICKLY. Motor-cycle type brakes—front and rear, a strong, pressed steel backbone frame and a low centre of gravity guard your safety. The tough, silent little 49 c.c. two-stroke engine, producing 180 m.p.g., the two-speed, handlebar controlled gearbox and total weight of only 73 lbs. make it simple to ride, park and garage.

Would you like the latest leaflets and name of your nearest stockist? Then write today to:

NSU DISTRIBUTORS (GREAT BRITAIN) LTD.

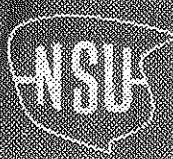
Commonwealth Sales: 7 Chesterfield Gardens,
London, W.1.

Home Sales & Service: Stevenage, Herts.



PRICE

£59.18.0
(INCL.) OR EASY TERMS



See the
amazing
NEW

QUICKLY *Cavallino* ON STAND 27

Prima riders are welcome to join the NSU Prima Club of Great Britain. Apply, Secretary, 16 Carlisle Street, W.1



Amongst the famous Max Motor Cycles, Prima Scooters and Quickly Mopeds on Stand 27 at the Cycle and Motor Cycle Show will be NSU's new Quickly Cavallino. This amazing new sports moped is fitted with genuine motor cycle brakes! It accelerates from 0 - 25 m.p.h. in only 11.9 secs and travels over 180 miles to the gallon. Be sure to see the Cavallino—it's priced within the reach of all!

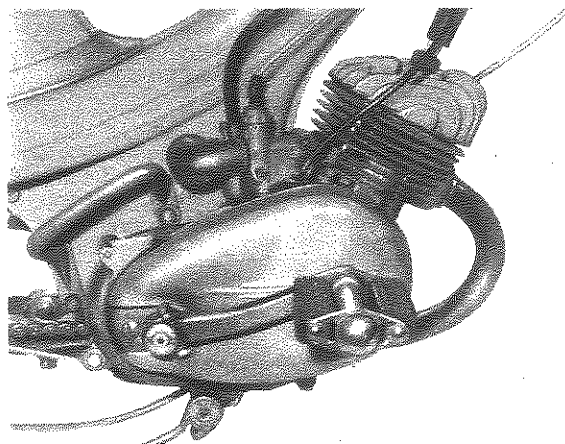


NSU (Great Britain) LTD · 134-136 KING STREET · HAMMERSMITH W.6

Road Tests of New Models

49 c.c. N.S.U. QUICKLY

*Brilliantly Conceived Motorized Cycle With
Pressed-steel Spine Frame and Two-speed Gear*



Smoothly contoured engine-gear unit of the Quickly. Carburetor induction is through the main frame member

LATEST N.S.U. machine to be offered to the British public is the Quickly, the two-speed, 49 c.c. motorized cycle exhibited for the first time in England at the 1954 London Show. Unlike the larger-capacity N.S.U.-Vincents already on the home market, the Quickly is of German manufacture throughout.

Applied to the Quickly, the term "motorized cycle" can be misleading, for any thoughts of having to pedal-assist the engine, even on gradients as steep as 1 in 10, were dispelled during a first ride on the model submitted for test. Indeed, once the machine was on the move, the pedals were never used to supplement the engine.

In town traffic, the Quickly proved a most attractive mount.

INFORMATION PANEL

ENGINE: 49 c.c. (39 × 40 mm) two-stroke, with light-alloy, hard-chromed cylinder barrel and light-alloy cylinder head. Petroil lubrication.

FRAME: Open; pressed-steel, spine type.

CARBURETTOR: Bing, with enclosed filter and built-in strangler. Twistgrip throttle control.

TRANSMISSION: Two-speed gear box operated by handlebar twistgrip. Gear ratios: bottom, 30.06 to 1; top, 15.99 to 1. Multi-plate clutch on engine mainshaft. Primary gear drive. Final drive through pedalling chain.

IGNITION and LIGHTING: Flywheel magneto embodying lighting coil.

FUEL CAPACITY: 6½ pints.

WEIGHT: 72½ lb.

PETROIL CONSUMPTION: 115-150 m.p.g.

ROAD TAX: 17s 6d a year; 4s 10d a quarter.

PRICE: £49 18s 4d; with British purchase tax, £59 18s.

CONCESSIONAIRES: N.S.U. Distributors (Great Britain), Ltd., Great North Road, Stevenage, Herts.

The low bottom gear (30 to 1) permitted a brisk getaway from traffic halts, and it was found that a consistent place could be maintained among more powerful vehicles.

The two-speed gear is operated by means of a twistgrip on the left handlebar. In order to engage bottom gear the twistgrip, with its integral clutch lever, is turned forward from the neutral position, and backward when top gear is required. Gear changing was light and positive; and, provided a pause was made in twistgrip movement, gear engagement was noiseless.

Normal cruising speed was approximately 25 m.p.h.; maximum speed was slightly in excess of 30 m.p.h. The top gear ratio of 16 to 1 was well suited to the engine characteristics and the power unit betrayed no sign of fuss at maximum speed. At the lower end of the scale, the Quickly could be throttled down to a slow walking pace without any necessity for slipping the clutch.

During the course of the test a hill with an average gradient of 1 in 14, and roughly three-quarters of a mile long, was climbed without the speed falling below 10 m.p.h. On that occasion bottom gear was engaged after about 400 yards of the hill had been covered. Restarting on the steepest part of the gradient was accomplished without use of the pedals although the clutch, of course, slipped for several yards. At high or low speeds the stability of the machine was of a remarkably high standard. The Quickly could be ridden hands-off at almost any speed within its range.

Bearing in mind that the little N.S.U. is a motorized cycle, above-average riding comfort was provided by the combination of resiliently mounted saddle, sprung front

fork and 2in-section tyres. The saddle is of generous proportions, sprung by means of a rubber band, and adjustable for height and fore and aft position. The excellent shock-absorbing qualities of the saddle, indeed, were superior to those of the front fork. The coil springs fitted above each of the fork leading links proved rather too short and of too high poundage to provide the desired effect.

Petroil consumption worked out at 150 m.p.g. in heavy, town traffic and at a maintained cruising speed, when possible, of 20 m.p.h. With constant use of maximum throttle, that figure dropped to about 115 m.p.g. The recommended ratio of petrol to oil is 25 to 1.

Ease of starting after the machine had been left overnight without cover, even on the very cold mornings experienced in December and early January, was a notable feature of the N.S.U. Only light flooding of the carburettor was required. With the quick-action twistgrip throttle on the right handlebar turned just off its closed stop, the strangler closed and the compression-release valve open, the engine would start after a single twirl of the pedals.

Idling was slow and more even than is the case with many two-strokes; the exhaust, even at wide throttle openings, was markedly subdued by the long, generously dimensioned silencer.

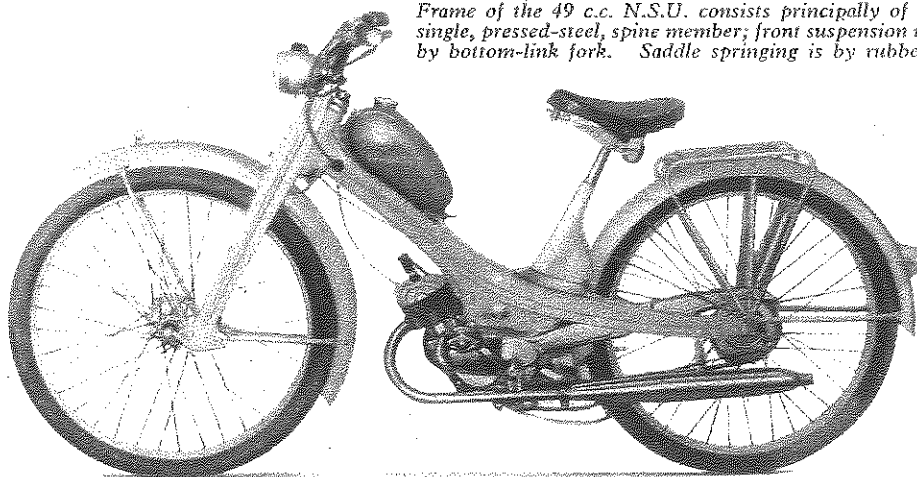
Internal-expanding brakes of 4in diameter are fitted to both wheels; the front brake is operated by a lever on the right handlebar, the rear brake by back pedalling. Employed together, the brakes proved reasonably satisfactory although, used separately, each brake was disappointing and required heavy pressure. Both pedals, incidentally, are equipped with built-in reflectors.

The mudguards extend far down the circumference of each wheel and are of generous section; in consequence, the machine could be ridden over moderately wet roads without the need for waterproof shoes or trousers.

Illumination provided by the 3in-diameter headlamp attained satisfactory intensity at low engine revs and at all times proved entirely adequate. The dip-switch enabled a good cut-off to be obtained. There is no provision for a parking light. The electric horn, which proved adequately powerful in volume, is energized from a coil in the flywheel magneto.

The Quickly, in short, is a true example of excellent engineering craftsmanship. General and detail design, and manufacture, merit the highest praise. The grey and chromium finish exhibited no sign of deterioration during the period of the test, which embraced some of the worst winter weather.

Frame of the 49 c.c. N.S.U. consists principally of a single, pressed-steel, spine member; front suspension is by bottom-link fork. Saddle springing is by rubber



11 OCTOBER 1956

471

N.S.U. Introduce the Quickly-L

*Dressed-up Edition of Celebrated Moped to be
Available in Britain in the New Year*

A NEW N.S.U. Quickly, the Quickly-L, is now in production. The model features a spine frame similar to that of the original model and the two-speed engine-gear unit, too, is virtually unchanged. But the rear wheel is sprung and a certain amount of cleaning up has been carried out. The rear springing is by means of a pivoted fork providing approximately 1½ in. of up-and-down movement at the wheel spindle and controlled by enclosed coil springs.

Standard equipment featured on the Quickly-L includes deeply valanced front and rear mudguards and a pressed handlebar similar to that fitted to the N.S.U. Prima scooter. Available at extra charge are leg-shields, which make the model virtually a moped-scooter. It is anticipated that the machine will be available in Britain in January or February next. Production of the Quickly and Quickly Special is to be continued.

*The N.S.U. Quickly-L.
Latest version of the
famous German moped
features rear-wheel
springing by pivoted
fork, deeply valanced
mudguards and a pressed-
steel handlebar, some-
what similar to that
fitted to the Prima
scooter*

