

NSU-QUICKLY



NSU

Quickly

There are many types of motorcycles in existence, but there is only one NSU Quickly. All the parts of this little machine are made at the same works, so that it can truly be said to be "cast from a single mold". The Quickly has a modern pressed steel backbone frame, just like the bigger NSU models. The NSU two-stroke engine with which it is equipped is particularly flexible and supplies sufficient power to render pedal assistance unnecessary, even on steep hills. It is, at the same time, extremely hard-working and economical.

This really is the motorcycle for you! Here are a few of its more interesting features:

Engine:

The Quickly engine is an NSU 49 c.c. two-stroke unit delivering 1.4 h.p. It can take gradients up to 1 in 5.05 (18%) in its stride, due to its small measure to the hard-chrome plated wall of its light-alloy cylinder which has been developed by NSU technology, cooling difficulties are a thing of the past with this engine.

And, last but not least, the Quickly engine is unobscurely quiet.

The pressed-steel backbone frame:

The Quickly owes its modern appearance to this frame, which is not only torsion-assisting, but also easy to clean by virtue of its smooth contours. The front fork is sprung by means of a bottom-link arrangement which, together with the large contoured motor-cycle-type saddle, ensures a riding comfort and freedom from fatigue.

The "Kasner air" system

has been inherited by the Quickly from its bigger brothers. Engine wear is very much reduced due to the fact that the turbulent dust-laden air is first made to enter the hollow central chamber formed by the frame, where it is calmed down before passing through the carburettor intake filter. This means that most of the dust in the air is deposited before it ever reaches the filter.

The two-speed gearbox:

The correct gear ratio for any traffic or road conditions is always at the rider's fingertips, thanks to this gearbox. The Quickly is amazingly lively in bottom gear, so that you and your will hardly find a more economical machine.

Disc brake

is all that the Quickly requires, thanks to the ingenuity of NSU engineers. The machine can be stored without stalling, i.e. no more pedal-clanging!

Why work by itself a Quickly!

See the Quickly's internal details for yourself!

Here are some features which help to explain the Quickly's astounding popularity.

Attractive light dove-gray and jade-green colour. Standard equipment includes complete lighting set and horn, luggage carrier, safety lock, stand, dress guards, tool kit and tyre lifter.

1 The Quickly has a particularly long life because of the "calmed air" filtering system, which has been developed by NSU. This system has reduced engine wear to a mere fraction of its former value.

2 A child could ride the Quickly. The twist-grip gear-change control incorporates a marked gear indicator which leaves no doubt as to the gear selected.



LIGHT

STURDY

3 Power is transmitted to the rear wheel by means of gears and a single chain slip is, therefore, impossible. The powerful rear brake is independent from the chain for its operation.

4 Here is another important feature: - The Quickly is equipped with a modern bottom-link front suspension. Knock-out spindles are fitted to both wheels - the value of these in construction with wheel removal is obvious!



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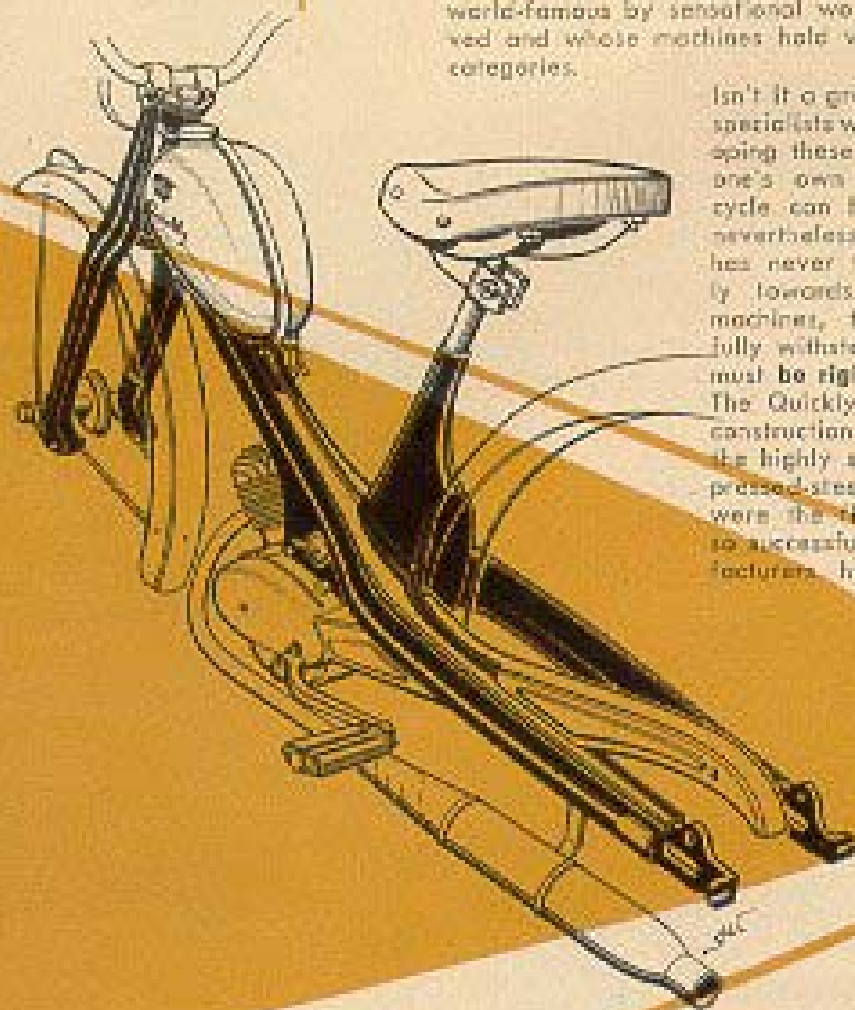


LIVELY

When you buy a Quickly you are not relying on the product of just any factory, but dealing with a firm which has become world-famous by sensational world-championships it has achieved and whose machines hold world speed records in several categories.

Isn't it a great thing to know that the very specialists who were responsible for developing these world record beaters also build one's own Quickly. Although this motorcycle can hardly aspire to racing, it is, nevertheless, a fact that racing experience has never failed to contribute appreciably towards improvements to production machines, for anything that can successfully withstand the supreme test of racing must be right.

The Quickly frame is based on the same constructional principle as that used for the highly successful racing machines. This pressed-steel backbone frame, which NSU were the first to mass-produce, has been so successful that a number of other manufacturers have adopted similar designs.



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