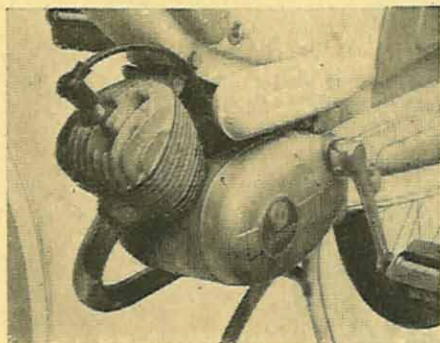
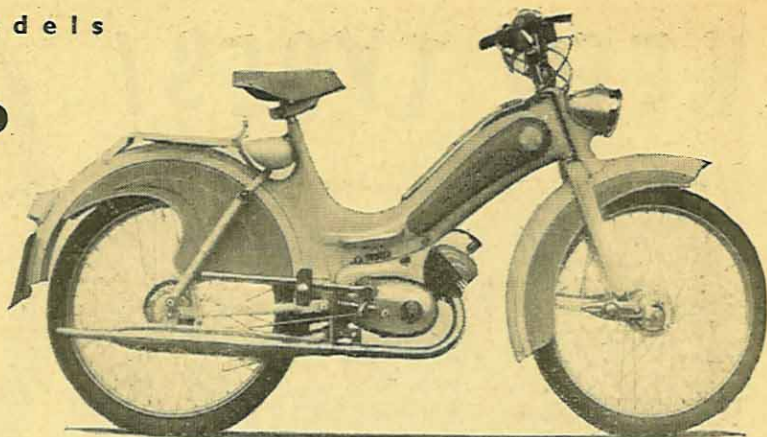


## Road Tests of New Models

## 48 c.c. Dürkopp

## Dianette

A Three-speed Moped Which Gives  
Comfort, Quietness, Economy and  
a Most Satisfactory Performance



Above: The Dianette has deeply valenced mudguards. Left: The efficient induction silencer is located above the crankcase casting. The cylinder is of light alloy and fitted with a cast-iron liner

**P**OWER in plenty at the lower end of the speed scale is an essential requirement in a moped, a machine intended primarily for the daily ride to work and for local shopping and pottering. The 48 c.c. Dürkopp Dianette allies to a sprightly performance low-speed pulling characteristics that make the threading of traffic-choked city thoroughfares a pleasure.

The two-stroke power unit has a light-alloy cylinder head and barrel and is built in unit with a three-speed gear box operated by twistgrip. Of approximately one-gallon capacity, the fuel tank is equipped with a reserve tap and is incorporated in the sleek, pressed-steel, spine-type frame. Pivoted-fork rear springing is featured; the front wheel is carried by leading links,

movement of which is controlled by rubber in torsion. Hubs are of full-width pattern. Both saddle and handlebar are adjustable for height and the angle of the handlebar grips can also be set to conform to riders' individual tastes.

Starting the Dianette was child's play. With the engine cold, the procedure was to select neutral, depress the carburettor tickler (accessible through an aperture in the right-hand side of the frame) for about five seconds, close the strangler and give a smart forward thrust on one of the pedals. The engine would invariably fire at the first or second attempt and the strangler could be opened fully almost immediately. No special starting drill was necessary once the engine was hot.

As implied earlier, the engine develops useful power over a wide r.p.m. range. Maximum speed was a shade over 35 m.p.h. yet top gear could be held down to 14 m.p.h. in the knowledge that the machine would accelerate from that speed smoothly and briskly. Indeed, top-gear performance was such that most average main-road hills could be climbed in that ratio. A change-down to second gear was necessary only for gradients steeper than 1 in 12. In the lowest ratio a 1 in 6 hill was climbed without effort at a steady 14 m.p.h. Maximum speeds available in second and bottom gears were 20 and 27 m.p.h. respectively.

Acceleration through the gears was brisk and the Dianette would more than hold its own with city traffic. A cruising speed of 30 m.p.h. was well within the model's capabilities and prolonged full-throttle riding evoked no signs of protest from the power unit. Two-stroking under light load was average. Vibration was virtually non-existent.

One of the Dianette's most endearing qualities was its quietness, a factor due in no small measure to a large induction silencer bolted to the left-hand side of the frame. At speeds of up to 25 m.p.h. in top gear the machine was barely audible to the rider and even at maximum speed there was no more than a pleasant hum. Light in operation, the gear-change mechanism was entirely positive and changes either up or down could be accomplished as rapidly as the controls could be manipulated. The clutch took up the drive smoothly and progressively.

Front and rear suspension systems combined with the well-sprung, rubber-top saddle to furnish an unusually high degree of comfort irrespective of the nature of the surface underwheel. Handling qualities were excellent and rapid changes of direction could be undertaken with complete confidence.

Both brakes are of 3in diameter. That at the front is operated by a handlebar lever and that at the rear by backward pressure on the pedals. Used together, they brought the machine from 30 m.p.h. to rest in 37 feet. Even so, it was felt that a front brake with a little more bite would be a worth-while improvement in view of the Dianette's speed capabilities.

Fuel economy was outstandingly good. Ridden round town in heavy traffic which entailed frequent stops and maintaining, where possible, a speed of 25 m.p.h., the machine returned a petrol-consumption figure of 174 m.p.g.

In short, the Dürkopp Dianette combines comfort, good handling and an excellent performance with quietness and economy. It must be ranked as one of the outstanding examples of the moped class.

## SPECIFICATION

**ENGINE:** 48 c.c. (38×43mm) two-stroke. Light-alloy cylinder barrel with cast-iron liner; detachable, light-alloy head. Compression ratio, 6.2 to 1. Petroil lubrication.

**FRAME:** Pressed-steel spine type with integral fuel tank. Leading-link front fork controlled by rubber in torsion. Pivoted rear fork controlled by coil springs.

**CARBURETTOR:** Bing with air filter and strangler.

**TRANSMISSION:** Three-speed gear box in unit with engine and operated by handlebar twistgrip. Gear ratios: bottom, 27.5 to 1; second, 17.25 to 1; top, 13 to 1. Primary drive by chain; final drive by  $\frac{1}{2} \times \frac{1}{2}$  in chain.

**IGNITION AND LIGHTING:** Flywheel magneto incorporating 6-volt 17-watt lighting coil. Bulbs: headlamp, 6v 15w; tail, 6v 3w.

**FUEL CAPACITY:** 1 gallon.

**TYRES:** Dunlop, 2.00×23in.

**WEIGHT:** 93 lb.

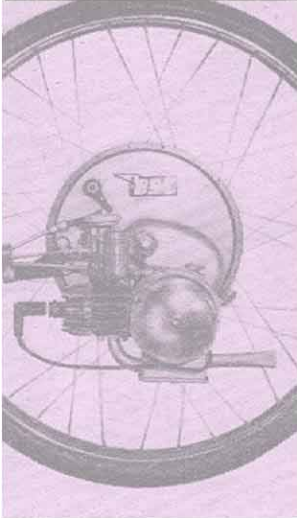
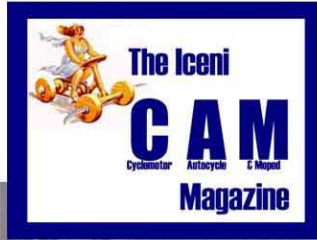
**PRICE:** £68 12s. With purchase tax (payable only in Great Britain), £85 1s 3d.

**ROAD TAX:** 17s 6d a year.

**MAKERS:** Dürkoppwerke, Aktiengesellschaft, Bielefeld, Germany.

**CONCESSIONAIRES:** Diana Concessionaires (Scooters), Ltd., 60, Ickenham Close, Ruislip, Middlesex.

# IceniCAM Information Service



[www.icenicam.org.uk](http://www.icenicam.org.uk)