

## ROAD TEST REPORT:

# The GOERICKE "Diva Supra"

A new  
luxury  
light  
motor cycle

**T**HE *Diva Supra* model has the handiness of the moped with the handleability of the motor cycle. It is, indeed, a lightweight motor cycle, complete with kick-starter and foot-rests.

The frame is a unit of pressed steel all-welded construction of the beam type, with deeply valanced mudguards. Suspension is swinging arm for the rear and leading link for the front forks which are of pressed steel with the headlamp shrouded in. A plated grill covers the rear part of the engine, above the carburettor part, on both sides. The rear chain is totally enclosed.

The power unit is the well known 47 c.c. *Sachs* in unit with a three-speed gearbox with gear primary drive. A *Bosch* flywheel magneto provides the ignition current and has a 17-watt lighting coil. The *Bing* carburettor has an air cleaner/silencer and both inlet and exhaust noise are kept very low. The exhaust silencer is fully demountable. All the electrical equipment is of high quality and there is no exposed wiring.

A top speed of around 30 m.p.h. is high enough to cope with normal urban traffic conditions and can be maintained indefinitely without any signs of tiering and without noise or fuss. With full use being made of the lower gears the acceleration is on the lively side right through from standstill to top speed.

In keeping with almost now general practise on lightweight machines, the gear-change is hand controlled. A large sized and very sensible rear brake pedal is mounted from the right footrest, and the rear brake is rod operated.

### On Riding

Through heavy city traffic, the model is at home and the general light weight and flexible engine plus good braking creates a sense of confidence and security at all times. Pulling power, although not exceptional is good provided some time is given for the engine to give of its best at peak revs. In top gear the model will gently accelerate from walking speed to maximum. Starting is first time every

time and the rear brake powerful enough but one requiring some pressure to make it effective. The front one is light in action and somewhat progressive in its braking power.

At low speeds a good light is to be had from the headlamp—main beam only with "dip" and "ahead" light positions. During test much rain was met with and this seemed to affect the brakes a bit. Allowance had to be made for braking—the moisture being dried out on application of the brakes. Exhaust silencing is very good and the engine even at full bore giving out a high but an inoffensive buzzing. A little mechanical noise is heard from the engine, but mostly only when the revs are mounting up in first and second gears—but the three gears provided seem to be just about right for the model. The dualseat is wide and comfortable enough but the riding position cannot be readily adjusted owing to the fixed footrests although the wide handlebars are adjustable for position.

Springing is above average, a slight stiffness on the front end merely adding to firm handling on the bumper roads. Steering and roadholding are first class. The gear change is fast and has no tricks to be learned so that full use can be made of engine power at just the right revs for the occasion. Rear mudguarding is good but that on the front end only fair—

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spray coming back from the top of the wheel when riding into the wind.

### The New Class

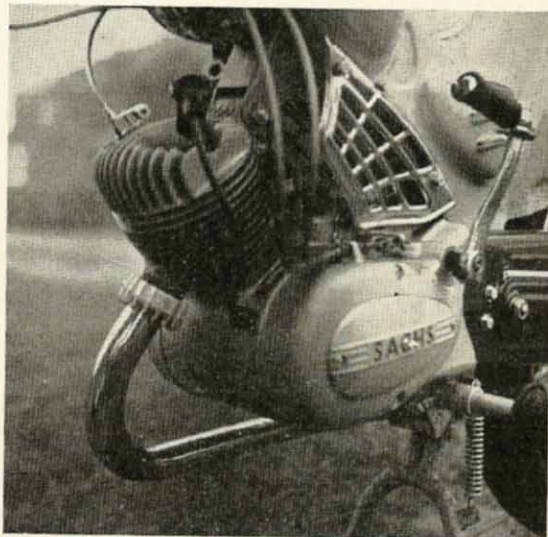
The *Diva Supra* belongs to the new class of light motor cycles that is becoming increasingly popular here as the more luxurious mo-peds with three-speed gearboxes now have no need of pedals. The footrests are more comfortable and more stable than pedals but should have been designed with some range of adjustment on a machine with a non-adjustable dual-seat. This lack is one of the very few criticisms we can make of the model.

As a two seater it is capable of carrying two adults in reasonable comfort or a child passenger with room and safety margins to spare, although speeds will naturally not be high with such loading.

On the whole this model lends itself to a combination of touring and utility service and as such should give its owner quiet satisfaction under a wide range of conditions. It is not supposed to be a sports machine. (There is another model in the range for that purpose) but for the man who wants a safe, docile mount capable of giving a lift or taking a bit of extra luggage along this machine should be ideal.

The Goericke is a quality *marque* and this model runs well and handles well. It is a good looker with clean lines, modern styling and good accessibility.

The side grills are ornamental and keep the coat out of the carburettor



### SPECIFICATION

**ENGINE:** "Sachs" 2-stroke single cylinder air cooled of 47 c.c. Stroke 42 mm. bore 38 mm. Compression ratio 6 to 1. B.h.p. 2.2 at 6,300 r.p.m. 2-plate clutch, 3-speed gearing, "Bosch" flywheel magneto/dynamo output 6v.17w. "Bing" carburettor.

**TRANSMISSION:** Primary drive is by gear, final drive by chain. Gearing is 1st-35.5, 2nd-21.6, 3rd-14.45 to 1. Twist grip gear control.

**FRAME:** Beam type pressed steel all welded. Tool box inside frame.

Head lock. Head lamp with built in speedo, shrouded into front forks.

**SUSPENSION:** Swinging arm rear, leading link front, dual seat.

**WHEELS:** 23-in. x 2.50-in. tyres with "Sachs" full width brakes, 3½ dia.

**ELECTRICS:** "Bosch" lighting output, lighting switch mounted in block with on and dip switch, horn and ignition cut out button. Horn.

**PRICE:** £85 19s. 6d. (inc. p.t.).

**CONCESSIONAIRES:** Garick Concessionaires Ltd.

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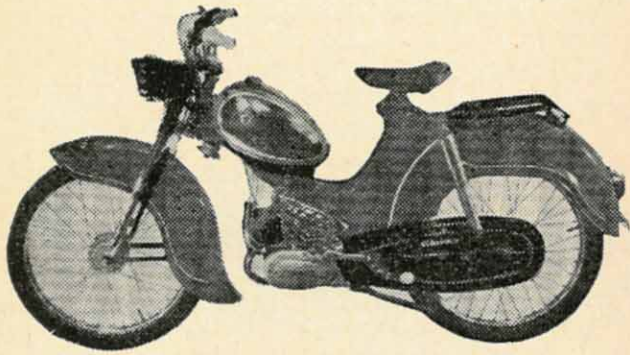
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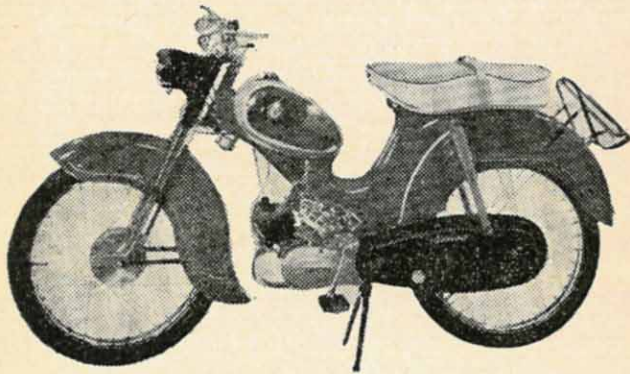


# modern efficient fast economic



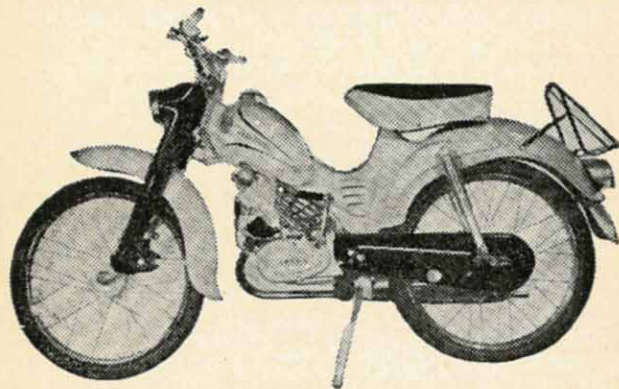
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