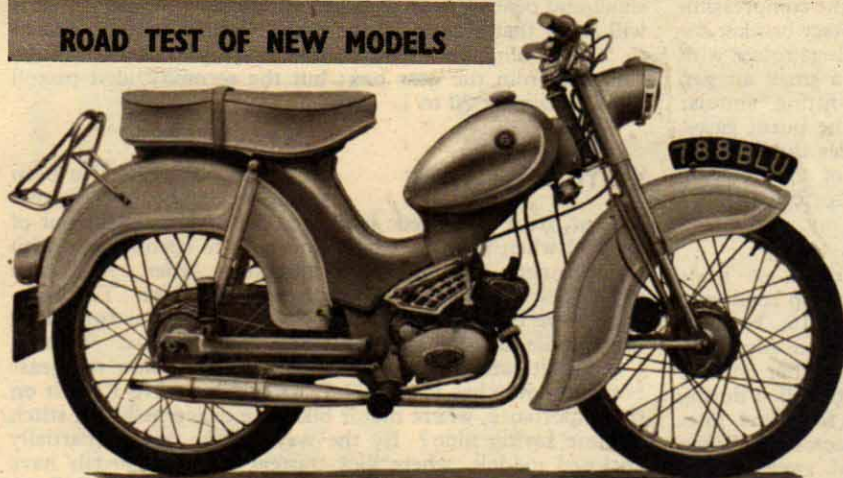


ROAD TEST OF NEW MODELS



German Design Abounding in Luxury Features Including Dual-seat and Pillion Rests

THE Göricke Regina Supra was introduced to this country last October and its German designer has spared no effort to attract riders who want the comfort of a motor cycle with the economy and handiness of a moped. Its specification heavily underlines the development in the under-50 c.c. category since the days of the clip-on. The model features a telescopic front fork, pivoted rear fork, generously valanced mudguards, three-speed gear box and an enclosed rear chain.

In keeping with current fashion the open frame is of pressed-steel spine type. The machine features a dual-seat and pillion footrests, and these are by no means idle gimmicks.

The test model had covered only 90 miles when it was taken over. At that stage engine starting was merely a matter of turning on the fuel, depressing the carburettor tickler (no air slide is fitted) for a few seconds, then prodding gently on the kick-starter. Starting from cold deteriorated later, for no reason that could be traced.

Throughout the period of the test engine starting, once the normal working temperature had been reached, was instantaneous. The kick-starter is mounted on the left of the engine unit, so it was found most convenient to stand alongside the model and use the right foot. The crank is of the folding type.

The gear change is operated by a twist-grip on the left of the handlebar and required a certain amount of knack for the best results. It was easy, when changing up, to pass through second, and the travel between second and top was felt to be rather too great. Neutral was difficult to locate when the machine was stationary. It was found best to select neutral before arriving at a standstill. All three ratios were well chosen, particularly for a machine without pedals.

The clutch was light and smooth in operation. The power take-up was most

impressive; indeed, the willing little engine was capable of pulling away from rest in second, except when a passenger was sharing the dual-seat. Gear changing, of course, was much more frequent with the machine heavily laden, but the extra weight made little difference to its maximum cruising speed—of about 30 m.p.h. There was some vibration but it was never troublesome.

The Göricke's ability to thread congested city streets could be equalled only by a pedal cycle. By virtue of an eager performance, small bulk and generous steering lock, daily trips in London were accomplished in only minutes over the time generally taken by a full-blown motor cycle. A large, shapely silencer reduced exhaust noise to a pleasant hum so that traffic

SPECIFICATION

ENGINE: Sachs 47 c.c. (38×42mm) two-stroke. Cast-iron cylinder barrel with detachable light-alloy head. Compression ratio 6 to 1. Petroil lubrication; ratio 25 to 1.

IGNITION and LIGHTING: Bosch flywheel magneto with direct lighting coils. Twin filament headlamp bulb.

TRANSMISSION: Three-speed gear box in unit with engine; twist-grip control. Gear ratios: bottom, 38.9 to 1; second, 20.6 to 1; top, 13.7 to 1. Two-plate clutch in oil bath case. Primary drive by spur gears. Final drive by $\frac{1}{2} \times \frac{7}{8}$ in chain in pressed-steel case.

FRAME and SUSPENSION: Open spine-type frame in pressed steel. Telescopic front fork, undamped. Pivoted rear fork controlled by undamped spring-loaded suspension units.

FUEL CAPACITY: 1½ gallons.

TYRES: 2.50×23 in front and rear.

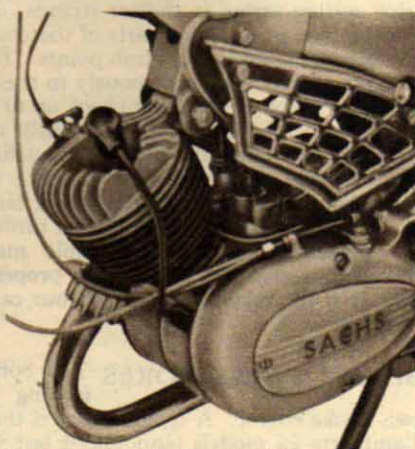
WEIGHT: 90 lb.

PRICE: £82; with British purchase tax, £98 8s. Luggage carrier, including rubber straps, £1 8s extra.

ROAD TAX: £1 a year.

CONCESSIONAIRES: Garick Concessionaires, Ltd., 260-288, Archway Road, London, N.6.

47 c.c. GÖRICKE REGINA SUPRA



Close-up of the drive side of the engine-gear unit showing the semi-enclosed carburettor

filtering was always unobtrusively achieved.

Fifty-mile canter served to demonstrate that the Göricke was also adequate for out-of-town journeys. Cruising speed rarely fell below 30 m.p.h. and an occasional 40 m.p.h. was attained downhill without protest from the engine.

Main-road hills rarely demanded second gear. Bottom gear was notched once for a 1 in 5½ hill. This ratio proved extremely useful and the gradient was easily climbed at about 4 m.p.h.

Handling at all times was first class. The brakes, too, in full-width hubs, were impressive; the rear brake pedal required considerable delicacy if the wheel were not to be locked.

The direct lighting earned high marks. Adequate for the machine's performance, the headlamp beam gave a wide spread. A useful range of adjustment is provided by a screw on the underside of the headlamp shell, but the dip switch is awkwardly placed. No provision is made for a parking light. The horn emitted nothing better than a feeble squawk. Fuel consumption over the period of the test was 140 m.p.g.

The colour scheme of pearl white and mist grey combined with chromium plating on the tank panels, wheel rims and handlebar is both functional and smart.

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