

Centaur tests ...

THE GORICKE REGINA

LOOKING at the three-speed Goricke Regina I was immediately reminded of the words from a well-known hymn "... solid joys and lasting pleasure ...". If ever a moped typified this phrase, the Regina does. Cobby forks surmounted by an integrally mounted headlamp, deep valances on front and back mudguards, large functionally shaped petrol tank and thick tyres combine to give an impression of strength and comfort.

A ride on the Regina will serve to amplify this impression and a final judgement must be that this is an above-average moped with the Jaguar car qualities of Grace, Space and Pace.

Some time ago I seemed to test nothing but mopeds with automatic clutches. Just recently this has changed to three-speed machines. This consecutive run of three-speed machines has given me a contemporary background of this type of moped and I am able to put the Regina high up in the category.

The power unit often sets the keynote on a moped and the Regina possesses the well-tried and indefatigable Sachs engine. Its top speed has rarely been surpassed in these columns for the last twelve months or so and the acceleration ensures a quick getaway in tight situations. Sitting upright grasping the wide "cowhorn" handlebars and winding on the power was rather akin to riding an American speed cop's machine. Incidentally many people might think that by installing a Sachs engine in a moped, the moped tends to lose its individuality since it is powered in a similar fashion to several other makes. This is not true of the Regina which has its own characteristic exuberance as the speedometer needle moves irresistibly round the dial.

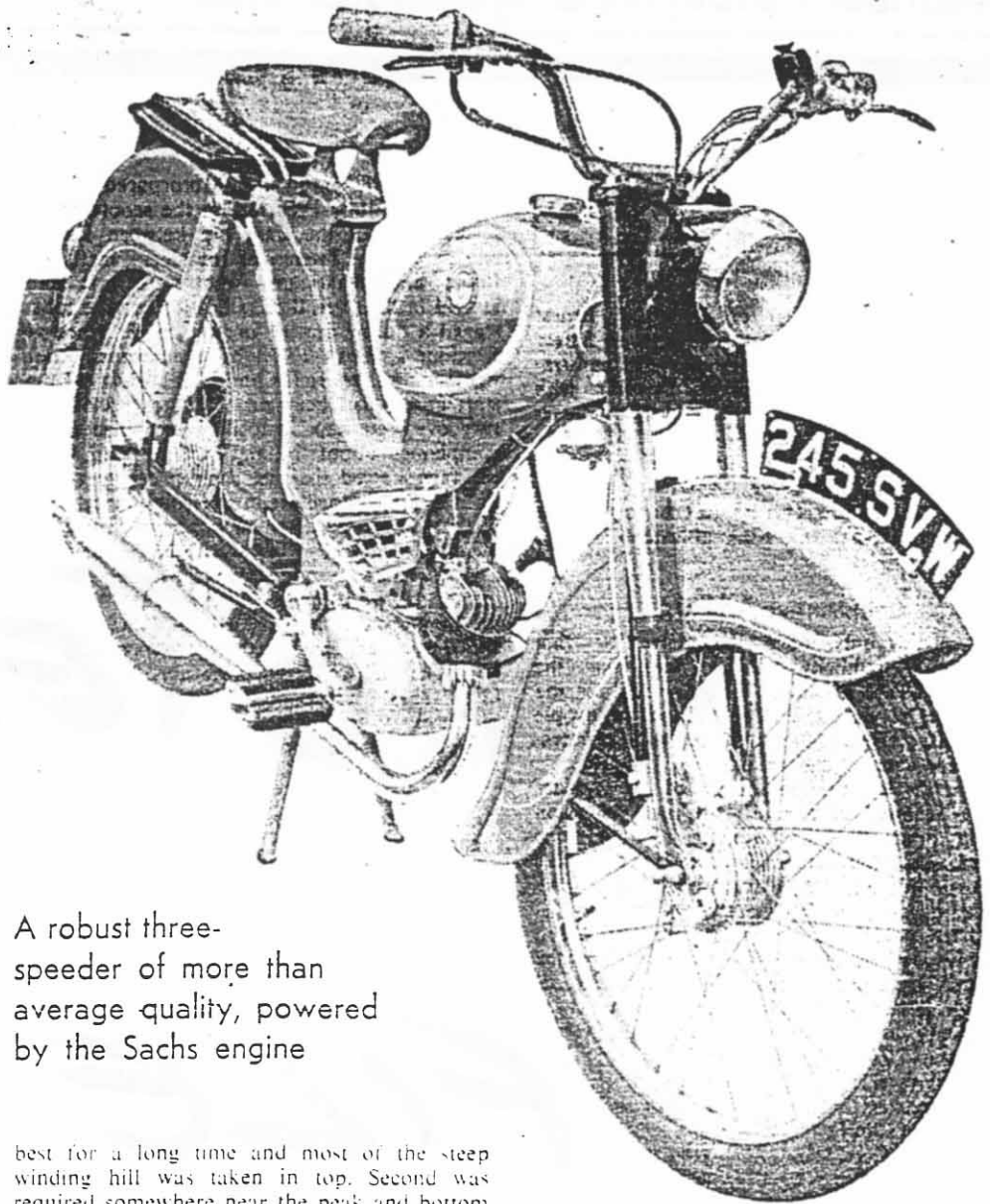
Excellent Suspension

The suspension—telescopic front forks, swinging arm rear—achieves that position of excellence which exists between the over-soft and the over-hard. The telescopics are robust enough to take anything the roughest road can hand out while the swinging-arm springs, though short in travel, provide a maximum of rear comfort. The saddle is of the "pan" type which seems to have become almost a standard fitment, a thing which I applaud.

All these suspension facts add up to excellent roadholding. On several occasions the moped was almost thrown bodily into a corner, just to see where its limits lay. On every occasion it took the rider round on his pre-selected path without a trace of "wander."

When a moped exceeds 30 m.p.h. in the flying 1/10th mile I test braking and economy at this speed also. At this speed the Regina showed some unwillingness to stop in a short distance and I would mark the brakes' performance as "average." Coming to a halt at 20 m.p.h., was naturally a good deal easier and here braking was slightly above average.

The hill-climbing test certainly provided a cast-iron example of the desirability of having a three-speed engine. The time of 1-21 is the



A robust three-speeder of more than average quality, powered by the Sachs engine

best for a long time and most of the steep winding hill was taken in top. Second was required somewhere near the peak and bottom not at all. The whole personality of the hill-climb changes with a three-speed engine. There is none of the mad revving in the lower stretches which is necessary when a single-speeder is being tested, and there is none of the disappointing fall-off in wheel speed which an "automatic" moped often gives. Best of all there is a gear for the job. Two-speed mopeds sometimes just miss this and give the rider the choice between a labouring or an over-revving motor.

Inevitably there were some points which dis-

agreed with me. The horn gave off a thin anaemic buzz which would be totally inaudible at a distance of about 30 or 40 feet. The handlebar grips were a little short and did not fully accommodate a large gauntleted hand. Occasionally the gearchange was a little stiff.

But the advantages easily outweigh the disadvantages and I found myself fully satisfied with the Goricke Regina. Thinking of a Lake District tour this year? The Regina would be an ideal machine for the job.

Performance

Maximum Speed:			
Flying 1/10th mile, 31 m.p.h.			
Standing 1/10th mile, 21 m.p.h.			
Acceleration:			
0-10 m.p.h., 3½ sec.			
0-20 m.p.h., 9½ sec.			
0-30 m.p.h., 23 sec.			
Economy:			
At 20 m.p.h., 155 m.p.g.			
At 30 m.p.h., 110 m.p.g.			
Hill climbing:			
Time for hill: 1 min. 21 sec.			
Second gear engaged at 0.4 miles.			
First gear not engaged.			
Test hill 0.5 miles long; max. gradient 1 in 10;			
average gradient 1 in 16.			
Braking:	Front	Rear	Both
At 20 m.p.h.	33ft.	20ft.	14ft.
At 30 m.p.h.	61ft.	56ft.	45ft.
Pedalling:			
Maximum pedalling speed: 13 m.p.h.			
Comfortable pedalling speed: 7 m.p.h.			
Tester's rating: fair.			
Tester's weight: 130lb.			

Specification

Engine: Sachs two-stroke; 35mm. bore x 42mm. stroke=47cc.; c.r. 6 to 1; 2.2 b.h.p. at 6,000 r.p.m.

Gearbox: Three-speed; overall ratios, 34.7 to 1, 21.1 to 1 and 14.1 to 1; handlebar control combined with clutch lever; fibre disc clutch; chain primary and final drives; kick starting.

Frame: Tubular and steel pressings construction; telescopic front fork; swinging arm rear.

Tank: Approx. 1½ gal. with reserve.

Lights: Head and tail lamp fed direct from flywheel magneto generator.

Wheels and brakes: Both brakes 4in. diameter internally expanding in full width hubs; back brake operated by back-peddalling; chromium plated rims; stainless steel spokes; 23 x 2.25in. tyres.

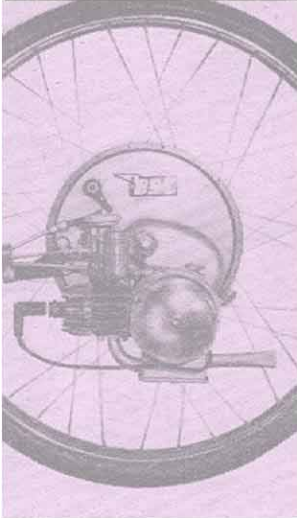
Equipment: Tyre pump; tool kit; steering head lock; centre stand; speedometer; headlamp dip-switch; horn; carrier with elastic clip.

Finish: Red and black with chromium-plated details.

Concessionaires: Goricke Concessionaires Ltd., 260-8 Archway Road, London, N.6.

Price: £39 8s. inc. P.T. (with dual seat and pillion footrests. £22 8s.)

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