

GORICKE DIVA SUPRA

A Centaur Road Test

FOR the first road test in 1961, we have chosen the Diva Supra, a kick-start pedal-less model from the German concern of Goricke. It is fairly safe to say that this year much more will be seen of this type of machine. In many respects the Diva Supra is identical to a light motor-cycle. It has a compact pressed-steel frame with a diagonally mounted fuel tank "in line" with the dual seat and complete with windscreen and leg shields, in which form I received it for test; it has a "man-sized" appearance. The kick-start is located on the left hand side of the engine in a position where it is both out of the way, yet easily operable from a sitting position. On the other side is the foot lever for the rear brake and this is in front of the foot and not behind as on some machines; it allows immediate and foolproof application of the brake but does not get in the way. One and a half gallons of fuel go into the two-compartment tank which is fitted with a quick release racing type filler cap but I found that the fuel tap was in an inaccessible position as it could be.

Much attention has been paid to those seemingly unimportant details which go to make up the final picture. For instance, the carburetter is completely accessible when the two engine grills, one on either side, are removed (this is done in seconds). Adjusters are fitted to both clutch and throttle cables ensuring quick and easy alteration to length, and to keep the machine ship-shape cables are channelled within the frame where possible. My passenger also appreciated the fact that the chain was totally enclosed, preventing any splashes of oil from reaching her, and also giving protection against a snapped chain.

The secret of the splendid performance attained by the Sachs engine unit is, among other things, a perfect selection of gears. In all the miles I covered with a passenger, over most types of terrain, I never doubted that the engine would be able to cope. In north London is the fairly severe Highgate hill which stretches about half a mile with an average gradient of one in fourteen and a peak gradient of one in ten. Most mopeds I have ridden solo over this hill have needed pedal assistance before the top was reached. When I tackled it with the Diva Supra the machine was carrying a tremendous double load and even bottom gear was not necessary until the summit was practically reached. Standing starts were smooth, effortless, due to the very low bottom gear (38.9 to 1) and I had no difficulty in leaving most bigger

vehicles behind at the traffic lights, thus avoiding the embarrassment of holding up the traffic or being left stranded on the crown of the road. The speed range in bottom gear was 3 m.p.h. to 14 m.p.h., in second gear 8 m.p.h. to 22 m.p.h., and in top gear 10 m.p.h. to maximum.

This low gearing which gives a high performance in any conditions when carrying two does have a disadvantage for the solo rider. As a small 11-tooth driving sprocket is

A new German kick-start model is the subject of our first road test report of 1961



employed, the maximum speed even downhill is restricted to about 32 m.p.h. although there is obviously much more power untapped. Consequently the maximum speed for a 350lb. load (driver, passenger, luggage) plus windscreen and legshields is not much lower than that for a solo rider without weather protection, although the latter does have brisker speedier acceleration at all speeds. However, the solo rider who does not often carry a passenger merely has to exchange the engine sprocket for a larger one to obtain a higher maximum speed. For the pillion-carrying rider, an enforced maximum speed when there is actually more power in reserve means that he can cruise, as I did, with the throttle wide open and with hardly a drop in the speed whatever the road for huge distances.

From motive power to accommodation the Diva Supra has a 21in. leathercloth-covered dual seat which is adequate for two standard size people. Suspension at front and rear is by leading link and swinging arm respectively, and I have no complaints about their shock absorbing qualities. There was some rattling however in the leading links. The replacement of pedals by big well-situated foot rests meant a considerably more comfortable riding position than any other moped I have ridden and this together with the lower centre of gravity

gave the Diva Supra first class road-holding. With or without a passenger I was thoroughly confident when taking the sharpest corner. The second most important components after the engine, the brakes, were completely equal to the extra load imposed upon them by a pillion passenger. The foot-operated rear brake was particularly powerful, and the pair were extremely effective as is indicated in the performance chart.

Of the accessories, I was least impressed by the horn whose warning radius seemed to be restricted to the driver alone. The other main accessories, the sturdy centre stand, the big-suit-case-capacity luggage carrier, the optimistic 0-60 headlamp-mounted speedometer (5 per cent inaccurate), and the large tool recess in the frame amidships were all first class. Lighting, unlike the shy horn, was vigorous and quite adequate for night riding on unlit roads. Finally, accommodating both those who like to push buttons, and those who prefer to pull levers, there is a choice of either cut-out button or decompressor valve with handlebar lever control to stop the engine.

Performance

Maximum Speed:

Flying 1/10th mile, 30 m.p.h.
Standing 1/10th mile, 20 m.p.h.

Acceleration:

No pedal assistance.
0-10 m.p.h., 2.5 sec.
0-20 m.p.h., 6 sec.
0-30 m.p.h., 20 sec.

Economy:

At 20 m.p.h., 153 m.p.g.
At 30 m.p.h., 112 m.p.g.

Hill Climbing:

Time for hill: 1 min. 28 sec.
Second gear engaged at 0.25 miles; bottom 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.	31ft.	15ft.	11ft.
At 30 m.p.h.	51ft.	27ft.	24ft.

Tester's weight: 190lb.

Conditions for Test: Asphalt road surface wet after rain; no wind.

Specification

Engine: Sachs two-stroke with loop scavenging; air cooled; 38mm. bore X 42mm. stroke = 47c.c.; output 3.2 b.h.p.

Carburetter: Bing type 1/13/4, orifice diam. 13mm., jet 75.

Gearbox: Three-speed integrated with engine, handlebar control. Two-plate clutch (cork inserts).

Frame: Pressed-steel with leading link front, and swinging arm rear suspension.

Tank: Approximately 1½ gallons capacity.

Lighting: Mag-dyno, output 6 volt, 17 watts, headlamp 6 volt, 15 watts; tail lamp 6 volt, 2 watts.

Wheels and brakes: Chromium-plated rims and full width 4½ inches diameter hubs fitted with 23 X 2in. tyres; brakes, internal expanding front hand lever and rear foot-pedal operated.

Equipment: Tyre pump, tool kit, centre stand, electric horn, speedometer and luggage rack.

Finish: Grey and blue with chrome fittings.

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

Price: £85 19s. 6d.

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