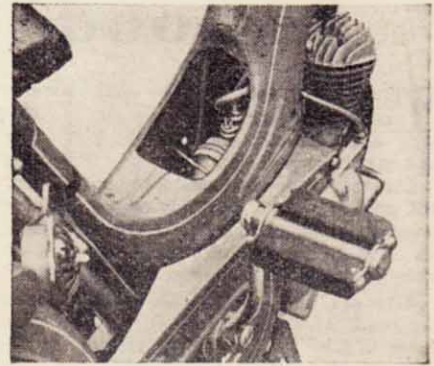
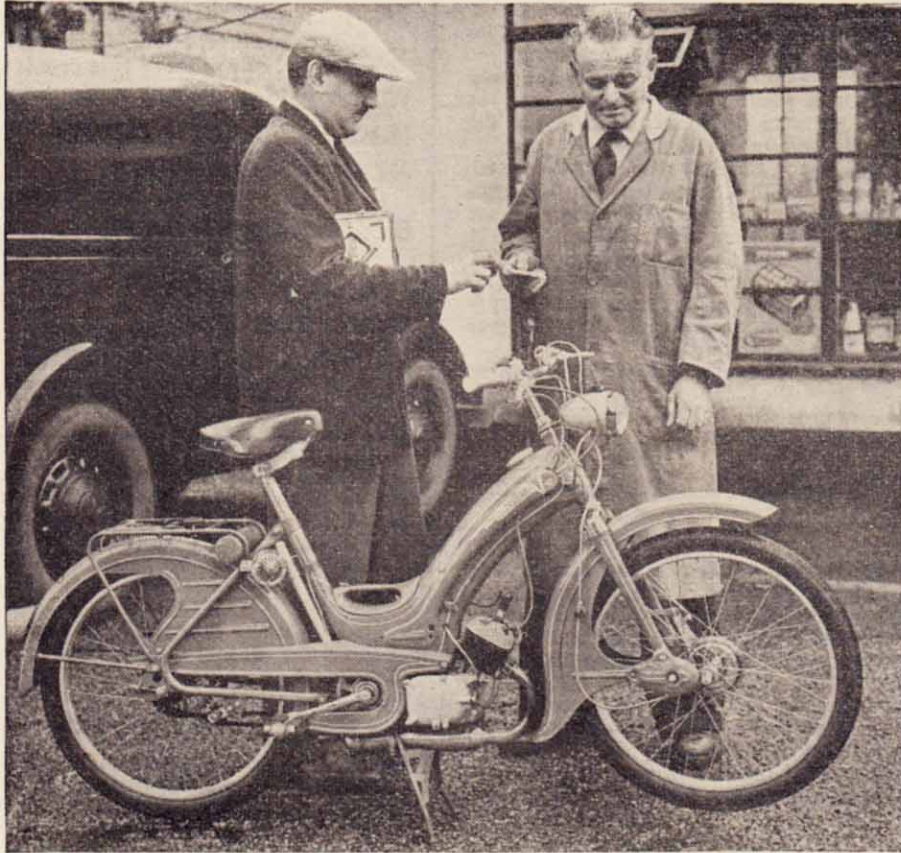


# VICTORIA "VICKY 3"

## A Well-equipped but Simple German Moped Tested



Delivering the goods! More and more agents are taking an interest in mopeds, and here's one (left) receiving a "Vicky 3." Above is seen how access to the carburettor is gained by removal of the lifting handle, secured by one knurled bolt.

did the Victoria fall below expectations—the engine was prone to send a shiver of high-frequency vibration through the handlebars at speeds of "30-plus." On the other hand, it was smooth lower down the scale, where most of one's moped riding is done.

On balance, I'd still be prepared to say that here is a machine which has most of the virtues one would seek in the ideal mount, and it is not improbable that the Victoria may become as familiar on the roads of Britain as it already is in its native Germany.

CENTAUR.

**O**PINIONS vary as to the exact amount of complication which is permissible on a utility machine such as the moped. One school holds that such machines should be as simple as possible—no suspension, single speed, and with the minimum of "gadgets" to go wrong. At the other extreme is the man who demands soft front and rear springing, a powerful engine, multiple gears, and every sort of built-in luxury. In between, there is a steady market for the model which is neither stark nor over-complicated . . . a moped such as the Victoria "Vicky 3," for instance.

Here, as some enjoyable test miles have convinced me, is a moped which should appeal strongly to the bulk of the market. It is light enough to be picked up by the average person; fast enough to hold its own in traffic; powerful enough to provide a slightly better-than-average hill-climbing performance; economical enough to suit an Aberdonian; and simple enough to be maintained by a busy housewife.

Not everybody would be pleased by the need to pedal the machine away to start, though I found it no hardship. It should

be noted, too, that this is one of the few mopeds with a pedalling gear high enough to enable the rider to get home under his own steam if trouble befalls. Just for the fun of it, I timed myself pedalling the "Vicky" over a mile, and made the average speed around 10 m.p.h. Hill-climbing wasn't too difficult, either, so a Victoria rider is secure in the knowledge that he *has* a second string to his bow in case of need.

I'd say, though, that the need is unlikely to arise, for the engine is a really sturdy bit of work, obviously designed to last. It answers well to the throttle, giving a commendably high level road speed, and cruising very happily indeed at 28-30 m.p.h. The gearchange is sweet and quick, and the ratios ideal for everyday use.

Frankly, I hardly noticed the lack of rear springing. The front end of the "Vicky" is suspended by an efficient leading-link system, and the soft-top, sprung saddle proved quite capable of taking the viciousness out of any rear-end bumps encountered. In addition, the handling was good and the riding position comfortable, with plenty of adjustment provided. Only on one count

### The VICTORIA at a GLANCE

**Maximum Speed:** 33 m.p.h. in 32 sec. from rest.

**Economy:** 150 m.p.g. at 20 m.p.h.  
120 m.p.g. at 30 m.p.h.

**Braking:** From 20 m.p.h. From 30 m.p.h.  
Both brakes, 12½ feet. 30 feet.  
Front only, 17 feet. 42 feet.  
Rear only, 30 feet. 58 feet.

**Load carried during test:** 200 lb.

**Engine:** Victoria two-stroke; 38 mm. bore x 42 mm. stroke = 48 c.c.; c.r. 6.5 to 1; 1.75 b.h.p. at 5,000 r.p.m.

**Gearbox:** In unit with engine; two speeds, with handlebar twist grip control; gear primary drive; chain final drive; separate pedalling gear.

**Frame:** Minged welded sheet-steel and tubular construction, with integral fuel tank; rigid rear end; leading link front forks, rubber-sprung.

**Tank:** 5-pint capacity.

**Lights:** Head and tail lamps fed direct from Noris flywheel magneto-generator.

**Wheels and Brakes:** Both brakes 4-in. diameter; light alloy rims and rust-proof spokes; Phoenix 2.00-in. x 23-in. tyres.

**Equipment:** Electric horn; tool kit; tool box; pump; luggage carrier; centre stand; number plates; licence holder; speedometer.

**Finish:** Blue enamel, with chromium-plated details.

**Weight:** 80 lb.

**Makers:** Victoria-werke a.g., Nuremberg, Germany.

**Concessionaires:** Stacey and Harding, Ltd., 139-141, Farringdon-road, London, E.C.1.

**Price:** £69 19s. 8d. inc. P.T.

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