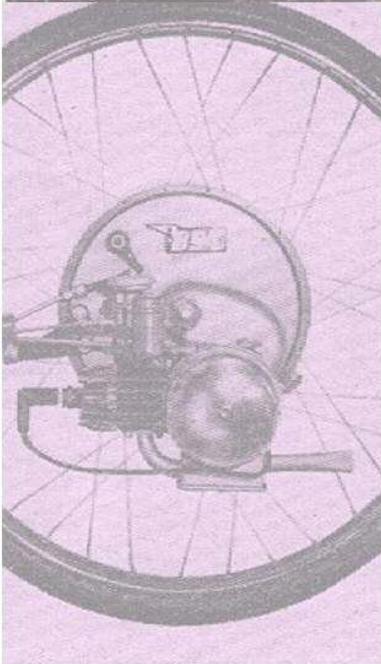


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ROAD TEST REPORT:

The VICKY III

Lowest priced mo-ped in the
Victoria range

THE VICKY III N costs £59-15s., including Purchase Tax. It is thus, by two shillings, the cheapest 2-speed mo-ped on the British market. This fact alone justifies a claim to fame, for it is the essence of mo-peds that they are economical vehicles.

Low price, however, does not prevent the *Vicky* from being fully competitive in performance. The test machine was retained for several weeks and ridden hundreds of miles. The only thing that went wrong was the speedometer and mileage indicator so we

Open pressed frame with integral tank gives the Vicky III N a distinctive appearance.



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cannot say exactly how many hundred miles. The finish on the *Vicky* is generally good although at the end of the test the chrome looked sorry for itself. Chrome on low priced machines never seems to stand up to prolonged exposure and one wonders why the manufacturers worry to put it on. Even thin chrome adds to the cost. Enamel looks better except during the first week and lasts much, much, longer.

For an economy machine the *Vicky* is well equipped with accessories. The speedometer and mileage indicator are included in the basic price, and the instrument is internally lit. There is a steering head lock and the rear carrier has one of the very useful continental style spring clips which will really grip anything from a mackintosh to a sandwich box. Cantilever saddle and electric horn are also in the specification. Welcome too is the stand with its well spaced legs.

Power of 50 c.c.s.

It is idle to suggest that there is a great deal of difference in the power outputs of the various 50 c.c. engines. Occasionally one finds an engine whose superior power is apparent as soon as one mounts the mo-ped in

which it is fitted, but as a rule there is not much to choose between 50 c.c. units and we would hate to have to differentiate between them in some kind of blindfold test on butter/margarine lines.

The 47 c.c. *Victoria* engine in the *Vicky* is of average power. The manufacturers claim a top speed of 28 m.p.h. and a climbing ability of 1 in 8 in top and 1 in 5 in bottom. These figures were certainly attained on test.

Independent Chains

A distinctive appearance is achieved by the *Vicky's* open frame of welded pressings with the petrol tank integral in the main member. The tank holds just over half a gallon with a half pint reserve. German petrol taps are pretty well known now but for those unfamiliar with them it is worth noting that "auf" stands for "on", "zu" for "off". "Res", "reserve" is easy.

Transmission is by independent chains. This arrangement is not that used on most mo-peds and involves the machine being pedalled away to start. The drill is: engage gear, disengage clutch, start pedalling; engage clutch and the engine will fire. The instruction book recommends that

The rigid rear end of the frame leaves adjustment of the driving chain easily accessible. The pedal drive chain is self-tensioning.

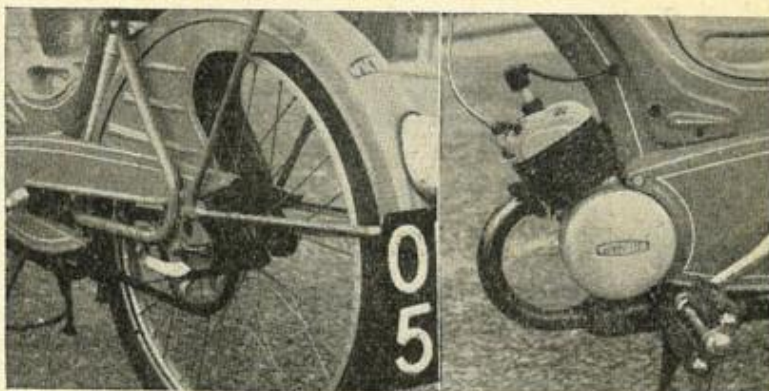
Of the neat power unit it must be said that it offers exceptional standards of mechanical silence and is almost completely vibration free.

Top gear be selected when starting but as there is a decompressor valve, ensuring that the engine is easy to turn anyway, it does not make much difference which gear is selected.

The advantage of the independent chain system is that at any time neutral can be selected and the moped pedalled like a bicycle, quite independently of the clutch. This can be useful in traffic—and, of course, if the engine packs up. The disadvantage is that there are two chains instead of one. But as the pedal chain is kept taut by a spring loaded sprocket, no extra adjustment is involved.

Before starting from cold the choke should be operated by pulling up the little trigger underneath the carrying handle in the centre of the frame. This choke device is coupled to the throttle and will cancel itself as soon as the throttle is opened.

Wheel rims are 23 x 2. Brakes, although not of the full hub width type currently favoured, seem perfectly adequate for their job. Manufacturer recommends tyre pressures of 21 lbs. sq. in. front and 28 rear.



The frame is rigid at the rear end. Front suspension is by leading link. Is the absence of rear spring really important? On town roads and main roads springs at the back are a delightful luxury. They are not an essential.

Both the instruction book and the agents' repair manual are well illustrated. As usual the Germans have insisted on writing them themselves so the English is precise rather than racy. Their signing off is even a little pie:

You will find it to your advantage to have made a thorough and conscientious study of the essential points This is the sort of knowledge which makes you a careful, experienced rider, and that is something to be aimed at, for the peace of mind both of yourself and others.

Another piece of knowledge, doubtless equally welcome to conscientious Vicky III riders, is that their moped is as handy and economical as any now available.

Specification :

ENGINE : Victoria 48 c.c. two-stroke. Bore 38 mm. Stroke 42 mm. Compression ratio 8 : 1. Two-speed gearbox in unit. Twistgrip shift. Three plate clutch running in oil. Bing carburettor.

FRAME : Rigid pressed frame with integral tank. Leading link front suspension. Steering head lock.

TANK : Half gallon with half pint reserve.

WHEELS : 23 x 2 rims. Internal expanding brakes.

ELECTRICS : "Noris" flywheel magneto with 6-volt lighting coils.

CONCESSIONAIRES : Europa Imports Ltd., 183a Oxford Road, Reading, Berks. Price £59. 15s. including purchase tax.



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