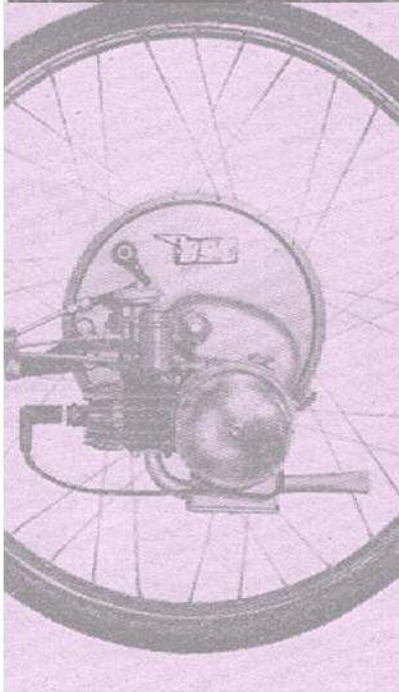


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VICTORIA "VICKY 4"

A Fully-sprung German Moped Tested
in Full Weather-protected Form

NOW is the time of year when the problem of weather protection is uppermost in the minds of moped riders. Though more and more all-the-year-round roadfarers are beginning to appreciate the advantages of well-made and properly-designed windscreens and legshields there is still a lingering prejudice against them, born of the feeling that the additional frontal area will "tear the guts" out of a small engine.

That this is not so has been well demonstrated by the series of tests carried out, by this journal, on various weather-protected mopeds, and it is a view which is powerfully reinforced by the latest test of such a machine... the three-speed Victoria "Vicky 4," equipped with the substantial Victoria fittings.

The "Vicky" itself is well-known, of course, for the pulling power of its engine and for its generally top-rate road performance. In its "naked" three-speed form, tested by me a couple of months ago, it recorded a speed of 33 m.p.h., which was reached in 41 sec. After the shielding and screen had been fitted, the machine was re-tested, and the loss in top speed proved to be only a matter of two miles per hour. Cruising speeds were identical in each case—25/27 m.p.h. could be held comfortably and indefinitely.

Hill-climbing with the three-speeder is first-rate. With the shielding fitted, I thought I detected a slight deterioration in the machine's ability to slog up a gradient in "top," but I would put it no higher than that. Certainly, the machine would surmount any hill we encountered.

Fuel consumptions proved to be identical; over our measured tenth-mile test strip the consumption meter could detect no variation between "naked" and "cowled" models. This checks with the evidence supplied by a test of the earlier two-speed machine with these fittings, and argues that the factory has been careful to tailor them so that aerodynamic

A12

losses are avoided.

So much for the effect of the screen and shields on performance. Now, what of their efficiency? Generally speaking, I found them to be good. The screen is shaped to provide cover for the rider's hands, and it is one of the most effective answers to the "cold thumb" question I have yet encountered. It is wide enough to deflect the icy blast of a dank winter airstream, and tall enough to avoid that annoying back-draught which is the bane of certain proprietary fittings. Its fixings, too, are commendably good. The screen stays pass through holes in the handlebar cowl, and there is consequently no danger whatsoever of the screen gradually collapsing on to the rider!

The legshields, too, are of generous dimensions, and do not leave a gap between their

inner edges and the sides of the machine through which a howling draught can penetrate. The lower edges effectively deflect road moisture away from the rider's shoes, and though there is a tendency for a certain amount of turbulent air to find its way around the edges of the shield and tug playfully at the rider's coat the annoyance is only marginal.

On this side, I would say that the one weak point in the design is the gap which is left between the top of the shielding and the bottom of the screen. This can be almost closed; almost, but not quite! As a result, a persistent draught manages to find its way through the gap, partially undoing the good work which the rest of the protection has done. It should be noted, though, that rain-drops do not follow suit, though on one or two occasions I have noted that water penetrated the slight gap around the headlamp, and it also tends to gather in droplets along the top of the screen, to be blown back by the wind if not wiped clear.

For performance, then, top marks; and for protection, too, with these minor qualifications. The rest of the machine's abilities and virtues, of course, can be taken as read. The unique positive-stop gearchange makes the "Vicky 4" one of the most docile of three-speeders; its brakes are excellent; its comfort commendable; its smoothness and silence—especially the latter—a model of what a moped should be like. The man who seeks a sturdy and efficient mount capable of carrying full equipment without loss of performance need hardly look farther than this!

The VICTORIA at a Glance

Maximum Speed: 31 m.p.h. in 40 sec. from rest.

Economy: 130 m.p.g. at 20 m.p.h.
100 m.p.g. at 30 m.p.h.

Braking: 20 m.p.h. 30 m.p.h.
Both brakes 13 feet 27 feet
Front only 26 feet 57 feet
Rear only 32 feet 63 feet

Load carried during test: 200 lb.

Engine: Victoria two-stroke; 38 mm. bore x 42 mm. stroke—47 c.c.; c.r. 8 to 1; 2.4 b.h.p. at 5,500 r.p.m.

Gearbox: In unit with engine; three-speeds, with handlebar twist grip control; positive-stop device, with manual over-ride, incorporated with twist grip; gear primary and chain final drives; kick starting.

Frame: Welded-up from steel pressings; swinging-fork rear and leading-link front suspensions.

Tank: 1-gal. capacity.
Lights: Head and tail lamps fed direct from Bosch flywheel magneto-generator.

Wheels and brakes: Both brakes 33-in. internal-expanding in full-width light-alloy hubs; quickly-detachable rear wheel; light alloy rims and rust-proof spokes; Continental 2.00-in. x 23-in. tyres.

Equipment: Horn; luggage carrier with rubber securing strap; centre stand; tool box; pump; speedometer; number plates; licence holder.

Finish: Dark blue enamel, with chromium-plated details.

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

Concessionaires: Europa Imports Ltd., 183a Oxford Road, Reading, Berks.
Price: £83 14s. inc. P.T.; windscreen, £3 19s. 6d.; leathershields, £2 10s.

Water in the well? Maybe—but no rain-drops are likely to moisten the coiffeur of this charming owner of a fully weather-protected Victoria "Vicky 4," which is the subject of this week's test report.

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CENTAUR

SEASONAL HAZARDS

discussed by "Centaur"

AM I alone in thinking that autumn is one of the trickiest of all seasons in which to be road faring with a moped... or any other two-wheeler, come to that? All seasons have their hazards, but autumn can offer quite a few which none of the others have got, and not the least of these is the menace of wet, fallen leaves.

Once these start to decompose, they form one of the most treacherous road surfaces I know. A pile of shifting, squasy leaves is even less predictable than ice, and in wooded country no part of the road is free of them.

Riding to the Raleigh 24-hour reliability test at Goodwood, however, I came up against the leaf menace in yet another form. On a road whose verges were a mass of picturesquely-russet beech leaves, I was forced

to fall in behind a double-decker bus. As the monster drove along, it sucked furries of them up in its wake, and I found myself bombarded with them. They stung my cheeks and clung to my goggles and had I not (luckily) been on a machine which had sufficient steam to whip past the bus I would have had no choice but to stop, and let it get well ahead before carrying on.

At dusk, too, autumn is the trickiest of seasons.

Mist forms at ground level very easily just now, and on a recent run home I found myself constantly running in and out of layers of the stuff just at eye level. One cannot see it until a few yards away, and on corners it can make life very complicated indeed. Roll on, winter!