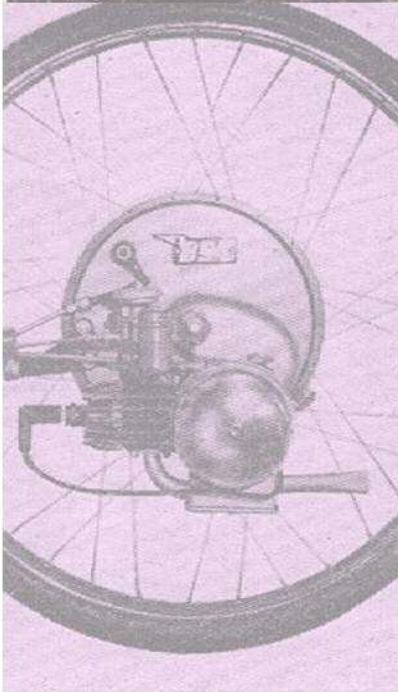


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VICTORIA VICKY STANDARD

A powerful moped from Germany

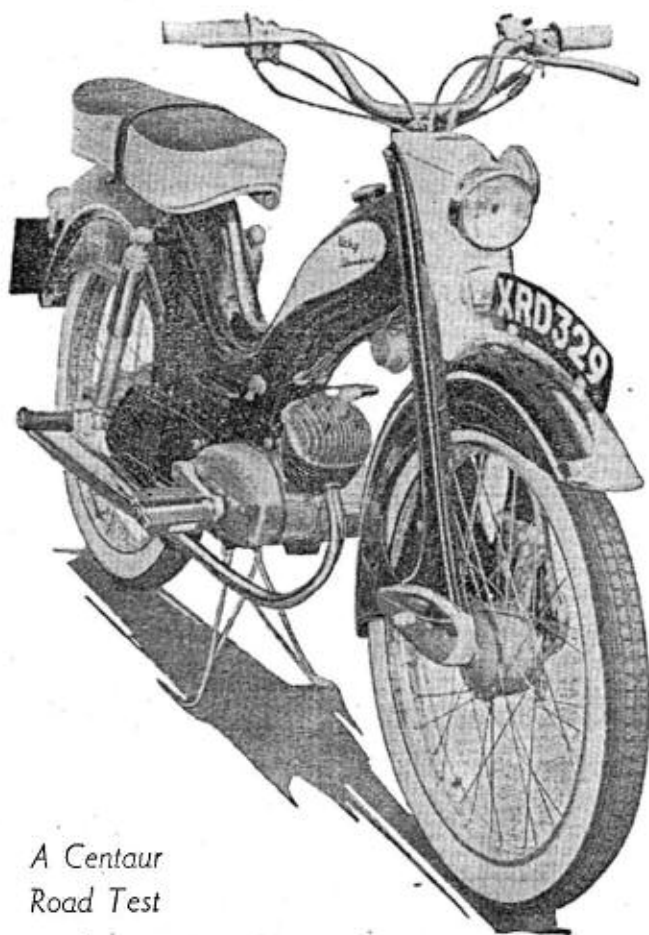
AT the time of writing this article I have not handed the Vicky Standard back to Europa Imports at Reading, but I know that when I do the parting will come as a wrench. Frankly I enjoyed every minute I spent on it, and from the first I had that pleasurable feeling of oneness with the machine that has only occurred very rarely in the past. I have some very minor criticisms, of course, for no machine is perfect, but they tend to diminish when I begin to reflect on the behaviour of the Vicky as a whole. As you can see, it made quite an impression.

The engine first. With a maximum speed of 34 m.p.h. (and that's really travelling when you consider my 220lb.-plus weight) I had the best of many vehicles. We all know that terrible sensation which occurs when an attempt is made to pass a bus on an under-powered moped. The engine screams, progress can be measured only in inches and the passengers stare interestedly as you strain past. Even when the moped is finally clear of the front radiator the job is not over for the delicate problem of cutting back to the correct position on the road still remains.

Acceleration

I don't recall any such painful experience on the Vicky. Mostly it was a question of surging away from the lights and touching 25 m.p.h. before the bus was out of second gear.

The gearbox I found to be perfectly suited to the potentialities of the



A Centaur
Road Test

SPECIFICATION

Engine: Victoria 805 two stroke; 40m.m. X 39m.m. = 48c.c.; effective power 2.4 b.h.p. at 4,650 r.p.m.	headlamp, 6 volt 6 watt rear lamp, B.S.I. specification.
Gearbox: Three speed, expanding ball engagement, principle; clutch, three 4in. plates; pedal start.	Wheels and Brakes: Internally expanding in full width alloy hubs; 11 sq. in. area.
Frame: Pressed steel construction incorporating tank; leading link front forks, swinging arm rear suspension; quickly detachable rear wheel.	Equipment: Pump, centre stand, speedometer, tools.
Tank: 1½ gal., reserve sufficient for 15 miles	Finish: Black and cream.
Lights: 17 watt flywheel mag-neto generator, 6 volt 15 watt	Weight: 98lb.
	Concessionaires: Europa Imports Ltd., Arkwright Road, Reading, Berks.
	Price: £75 7s. plus £16 1s. 3d. tax, total £91 8s. 3d.
	Extras: Legshields, £2 7s. 6d.; windscreen, £3 19s. 6d.

engine. I always used first, although starting was possible in second. This low ratio was ideal for dawdling in heavy traffic and also enabled me to perform a trials-bike manoeuvre on arriving home when I usually ride round in a tight circle to deposit the moped in the same spot every evening. First gear was used mainly for two-up riding when it gave quite brilliant acceleration considering the weight being carried.

Second is a good tearaway gear providing most of the go. If revved too hard, there was a tendency for the clutch to slip, although when a quick change down from top was necessary, second offered a swift and reliable "third brake." I used it briefly on the 7/10ths of a mile hill-climb and recorded a praiseworthy 1 min. 52 sec.

I used the gears constantly and made no concessions during the test yet obtained an average fuel consumption of 120 m.p.g. On longer runs and with a moderate throttle opening I imagine this could be improved.

Starting was simple and instantaneous. With the gear-change in the neutral position the procedure was to turn the tap on, lift up the lever on the nearside of the carburetter which closed the choke, and depress the pedal briskly. Even after standing out all night the engine rarely failed to fire after two revolutions of the pedals.

It would be quite accurate to describe the springing on the Vicky as perfect. As far as I could see no improvements could be made. The leading-link front forks neither transmitted shocks to the handlebars nor wallowed hopelessly on rough ground. They are also completely silent. The rear swinging arm suspension seems to have achieved the impossible and allows good road-holding whether the moped is being used solo or with a passenger. Some other firms are urged to penetrate the vitals of this excellent springing system and incorporate it in their models, thus making the tester's life a good deal more pleasant.

The seating arrangements consist of a substantial and well-sprung dual seat which carried my wife and I comfortably over distances of up to 10 miles. I doubt whether it would have carried us equally comfortably over a longer journey, but then it is difficult to fit a comfortable dual seat to a moped for length reasons. Of its type, however, it was very good and for the solo rider it was unbeatable.

Braking

With such acceleration as the Vicky offered, good brakes were a necessity. Both were carried in full-width hubs and were in a class by themselves. If too much pressure was applied there was the danger of a both-wheels-locked skid, but it soon became a matter of habit to apply them in the correct proportion for the prevailing situation. The rear back-pedal brake was efficient but I hardly ever used it, since the front sufficed for all but a dangerous emergency. I made a fairly tentative test at 20 m.p.h., using both brakes, and discovered it was simple to stop within 12 feet. Had I been a little more adventurous I dare say this stopping distance could have been brought down to a single figure.

The lights are quite powerful.

Other equipment included a dip-switch and horn combined, as well as a bell on the crown of the forks, worked rather charmingly by a lever on the handlebar. The pump is snugly fitted under the dual seat and is naturally rather short; as it happened, the inner tubes are fitted with a valve which will succumb to the garage air-pump and so I was not called upon to test it. The tools are neatly housed in a compartment covering the carburetter.

Finally, the criticism. There is no luggage carrier which is a little disappointing considering the total price of the moped. The gear-change, like most cable-operated systems on mopeds and scooters, is rather unpositive and second is often hard to find.

And that's all. I have racked my brains for faults but cannot find any. Perhaps that's as good a note to part on as any.