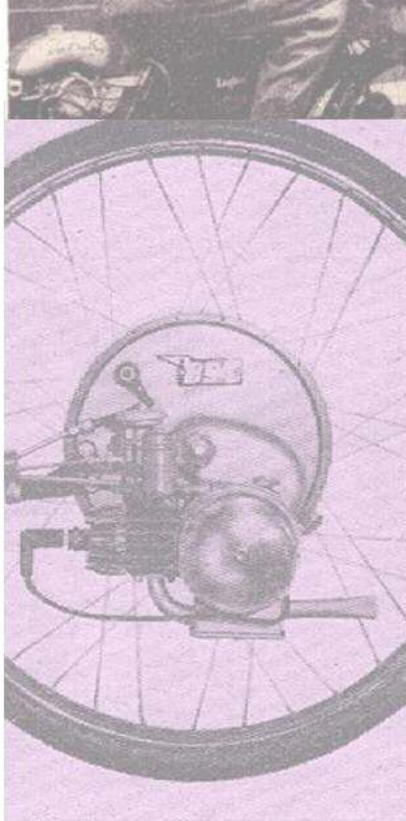


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THE VICTORIA
VICKY SUPER

DESPITE improved techniques and imports from other countries the name "Rolls-Royce" in the car world represents the ultimate in luxury and quality. So far there has not been a moped which could claim an equivalent position in the two-wheeled world, but the Victoria Vicky Super makes you begin to think that way. It certainly altered my standards.

This is not everybody's machine since it costs £94 16s., but anybody who professed any interest in mopeds would immediately take it to heart. Character, power, grace and ease of handling are among its many qualities and I just don't care if that sounds fulsome praise, I enjoyed every minute I rode on the Vicky.

Faced with a multitude of good points I am perversely picking the only three bad points I found so that I can deal with them first and get them out of the way. First, since it is the most important of the trio, the gearchange. This is a temperamental device which sometimes gives good easy changes and sometimes difficult ones which require a lot of effort. Changes up were all good but sometimes second was hard to hit from top, while first was frequently hard to engage.

Secondly, there is the dual seat. This item of equipment is perfect—the best I have ever experienced—apart from one thing, a strap which roughly divides the seat into two. This is handy for hauling the Vicky on to its stand and may be of some use to a pillion passenger, but I disliked it because it prevented the seat from giving an infinitely variable number of seating positions and reduced the rider to sitting at the front or the back of the dual seat.

Finally, the carburetter is rather hard to get at for a roadside repair, due to its enclosed position.

And that is that. The rest is as near perfection as you are likely to get. Take the engine for instance. Linked with the three-speed box it enabled me to blare away at traffic lights, knowing that I could get ahead and not be forced into the gutter within 20 yards. The speedometer is not famous for its optimism but the Vicky gave me the first genuine 25 m.p.h. cruising average I have experienced for some time.

On to suspension. There are few mopeds which use the Earles-type front forks found on the Vicky. No doubt this is due to financial reasons, but it is a pity. Go as fast as you like into a corner and, with the machine heeled well over, there is the same steadiness of a heavy motorcycle. The steering is smooth and effortless and all the shocks are ironed out long before they reach the handlebars. Similarly, the swinging arm rear suspension is built for those who enjoy extra-comfortable riding. Solo, I shot over some rough sections of road which became as level as the M1, while, two-up, this miraculous springing working in conjunction with fat 23 x 2.50in. tyres, made the riding unbelievably comfortable.

The illustration accompanying this article demonstrates the stylishness of the Vicky much more than any words of mine. Certainly it drew many admiring glances which began at the square "television screen" headlamp and travelled down the sweep of the combined tank and frame to the deeply valanced and graceful rear mudguard.



The performance figures speak for themselves and if the Vicky was not designed for pedalling long distances, the manufacturers have certainly given a lot of thought to such points as getting from A to B in the fastest time possible, ascending hills like a rocket and stopping in a hurry.

This moped comes with a host of extras. There is a dip-switch, which despite the "streamlined" covering to the handlebars is very handily placed. It also makes an appreciable difference to the direction of the beam. Whitewall tyres add to the elegance of the mount and two neat and flush-fitting humps at either side of the rear mudguard, just above the swinging arm spring contain a set of tools in a plastic wallet and a tyre pump. I think the position of the latter is particularly praiseworthy since even those pumps which are installed out of the way of road grit and spray, quite often have a tendency to get knocked off and lost. There is plenty more room in both the containers for extra tools.

A carrying handle, which also forms a "lid" to the carburetter, is found at the nadir of the V-shape in the frame. This is a welcome attachment since the Vicky is rather a weighty

beast and if you contemplate lifting it up and down steps, as I had to do on several occasions, you will thank the manufacturer for it. The strangler device is particularly neat as the operating lever is located under the carrying handle. Squeezing the lever rather like the trigger of a gun depresses the slide which is raised again when the throttle is opened wide.

Enclosed chain, pillion footrests and speedometer are among the items of standard equipment and the front brake drum is a particularly large and effective unit.

In short, the Vicky Super is a luxury moped at a luxury price. Ride it and you will want to possess it.

Performance

Maximum Speed:

Flying 1/10th mile, 34 m.p.h.
Standing 1/10th mile, 22 m.p.h.

Acceleration:

0-10 m.p.h., 3 sec. 0-20 m.p.h., 7½ sec.
0-30 m.p.h., 19 sec.

Economy:

At 20 m.p.h., 145 m.p.g.
At 30 m.p.h., 110 m.p.g.

Hill climbing:

Time for hill: 1 min. 39 sec.
Second gear engaged at 0.3 miles
First gear not engaged.
Test hill 0.5 miles long; max. gradient 1 in 10;
average gradient 1 in 15.

Braking

	Front	Rear	Both
At 20 m.p.h.	24ft.	28ft.	15ft.
At 30 m.p.h.	48ft.	62ft.	36ft.

Pedalling:

Maximum pedalling speed: 11 m.p.h.
Comfortable pedalling speed: 5 m.p.h.
Tester's rating: poor.

Tester's weight: 220lb.

Specification

Engine: Victoria two-stroke; 38mm. bore x 42mm. stroke=47cc.; c.r. 6.5 to 1; 3.2 b.h.p. at 4,650 r.p.m.

Gearbox: Built-in with engine; overall ratios, 29.1 to 1, 18.2 to 1, 13.1 to 1; handlebar control combined with clutch lever; three-plate clutch in oil bath; gear primary and chain final drive; kick starting.

Frame: Steel pressings; Earles-type front forks, swinging arm rear.

Tank: 1 gall. with reserve.
Lights: Head and tail lamps fed direct from flywheel magneto generator.

Wheels and brakes: Both brakes internally expanding in oversize full-width hubs, rear brake back-pedal operated; chromium-plated rims; stainless steel spokes; quickly detachable rear wheel; 23 x 2.5in. Continental whitewall tyres.

Equipment: Tyre pump; speedometer; tools; two built-in tool compartments; headlamp dip-switch; dual seat; pillion footrests; horn; centre stand.

Finish: Duo-tone blue with chrome details.

Weight: 126lb.

Concessionaires: Europa Imports Ltd., Arkwright Road, Reading.

Price: £94 16s. Windscreen £3 19s. 6d. Rear Carrier, £1 9s. 6d. All prices inc. P.T.